FSM BUILD A MODEL MONTH WINNER

IMAGINATION TOPS
INAUGURAL BAMM
p.30

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May/June 2023

STEP-BY-STEP GROUNDWORK

ADD
CONTEXT AND
MOVEMENT
TO YOUR
MODELS

p.34

p.24

Kathy Millatt (above) and Ivan Momcilovic (right) offer a master-class in display design.

IMPROVE A
1950s MISSILE KIT p.48

QUALITY PARTS
Motorcraft

MASTER MODULAR
SUBASSEMBLIES p.18

BONUS
ONLINE
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PAGE 3

Vol. 41 · Issue 3

VISIT…

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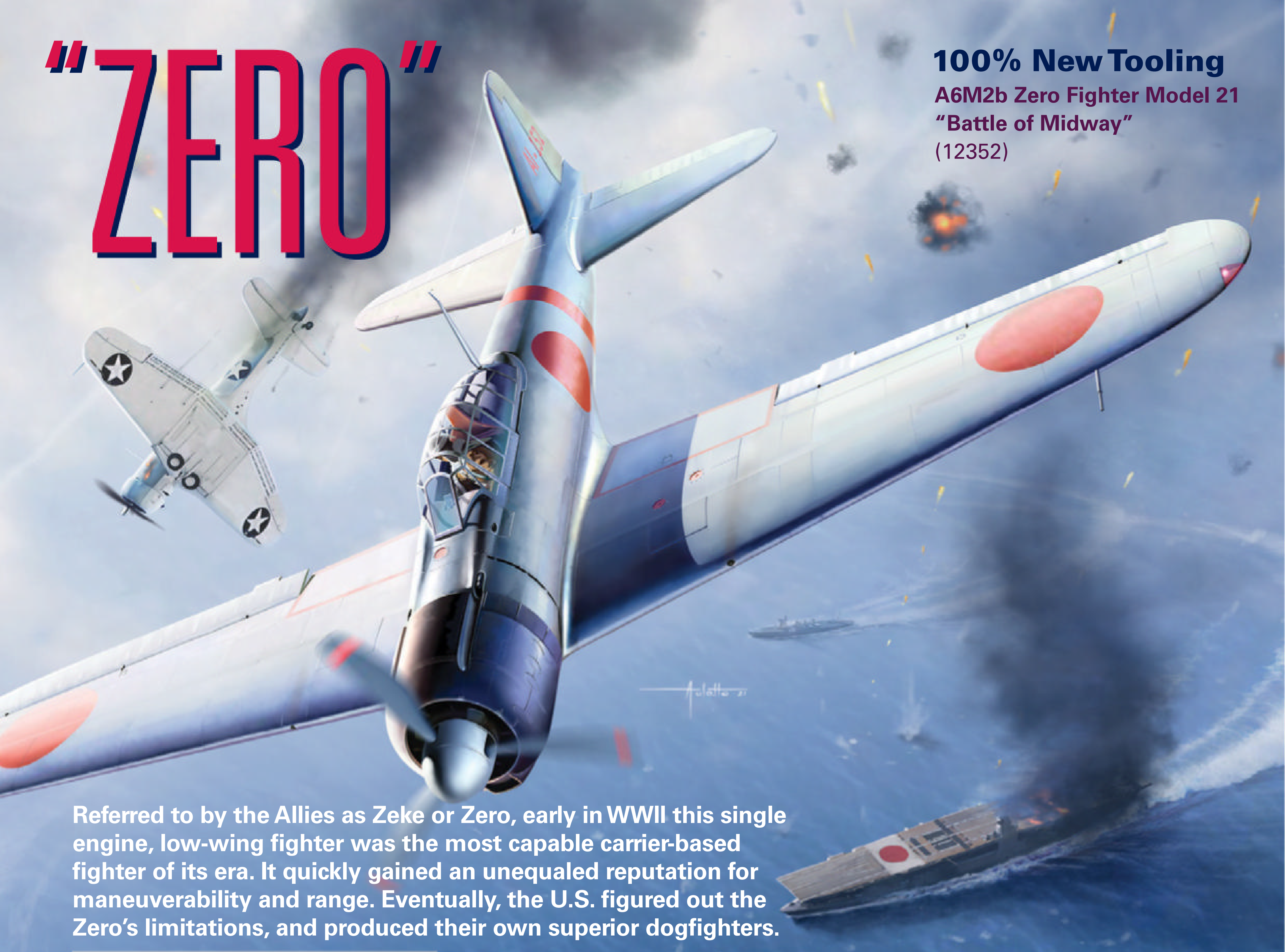
"ZERO"

100% New Tooling

A6M2b Zero Fighter Model 21
"Battle of Midway"
(12352)



Referred to by the Allies as Zeke or Zero, early in WWII this single engine, low-wing fighter was the most capable carrier-based fighter of its era. It quickly gained an unequaled reputation for maneuverability and range. Eventually, the U.S. figured out the Zero's limitations, and produced their own superior dogfighters.

The A6M2b Zero 21 variant featured folding wingtips allowing it to fit on aircraft carriers and drop tanks for added range. Nearly 11,000 Zeros were produced. This Zero model 21 was among the 248 carrier-based aircraft that took part in the Battle of Midway.

Academy's 1/48 kit spares no detail:

- Assemble canopy open or closed
- Position wingtips for in flight or stow mode
- Show flaps and ailerons deflected down or up
- Fuselage drop tank
- Pilot figure
- Leave cowl flap open to reveal radial air-cooled engine
- Assemble tail wheel and arresting hook in landing or flight mode

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CONTENTS

May/June 2023 /// Vol. 41 /// No. 3

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32

FEATURES

12 **A flying barrel of fun**
Tackle Tarangus' short-run Tunnan basically out of the box
ANDERS ISAKSSON

18 **Modular subassemblies for better results**
Kitbashed and scratchbuilt parts come together for a unique 1/25 scale Funny Car
CLAUDE THIBODEAU

24 **Modeling a water splash**
Simple elements add motion to a diorama
KATHY MILLATT

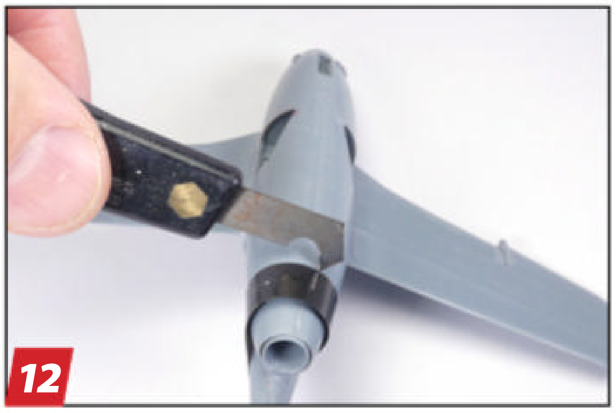
30 **Let your imagination fly**
Inaugural BAMM winner crafted by Stathis Mamais
KENDRA BELL

32 **2022 BAMM category winners**
A gallery of the top models in each category of the inaugural contest
KENDRA BELL

34 **Build a battle-hardened StuH42**
Clever painting, weathering, and groundwork put self-propelled gun in Hungary
IVAN MOMCILOVIC

42 **Let a big Albatros soar**
Finishing a Wingnut Wings 1/32 scale D.Va as the National Air & Space Museum's fighter
BOB STEINBRUNN

48 **Cold War defender, Cold War kit**
Overcome the challenges and conquer a reissue of a vintage missile
JIM JAMES



12

24

42

48

KIT REVIEWS

54 **Trumpeter F-35C Lightning II**

55 **AK Interactive FJ43 pickup**

Scan the QR code for more reviews online at FineScale.com/reviews

IN EVERY ISSUE

5 **Editor's Page**

7 **Scale Talk/Reader Tips**

10 **New Products**

56 **Advertiser Index**

57 **Classified Marketplace**

57 **Hobby Shop Directory**

58 **Classic Car Kits**
Revell *Beatnik Bandit II*

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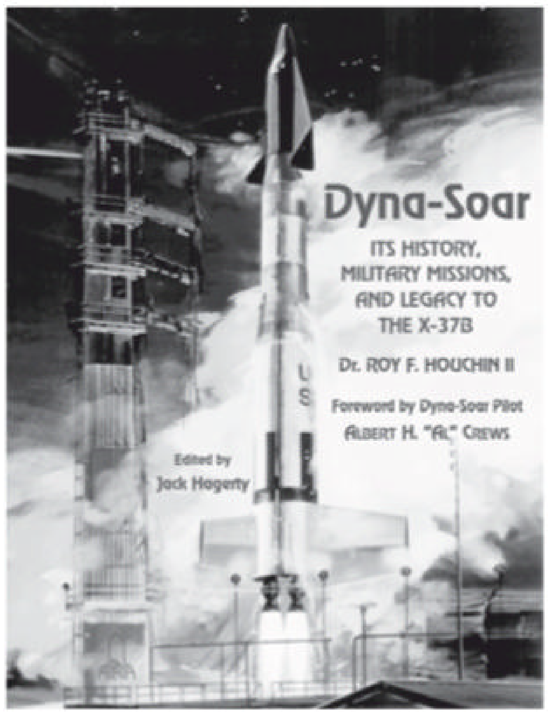
***Dyna-Soar*: Its History, Military Missions and Legacy to the X-37B**

Five years in the making by Air Force historian Dr. Roy Houchin, with full access to all official documents, this will be the definitive work on the program for some time to come.



Dyna-Soar
ITS HISTORY, MILITARY MISSIONS, AND LEGACY TO THE X-37B
Dr. ROY F. HOUCHIN II
Foreword by Dyna-Soar Pilot Albert H. "Al" Crews
Edited by Jack Hagerty

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By Aaron Skinner

BAMM II: Bigger and better

The center spread of this issue reveals the winner of the inaugural *FSM* Build a Model Month contest in all its scratchbuilt glory. It is, in short, a masterpiece that epitomizes everything the hobby is about: skill, creativity, attention to detail, and, if it's not too on the nose given the title of the winning piece, imagination. The same qualities are obvious in each of the other category winners that you will also see in this issue.

But the virtual contest was just one part of BAMM. We received — and continue to receive as you can see in Scale Talk — messages from modelers out there preaching the gospel of the hobby, proselytizing the benefits of glue, plastic, and paint, and spreading the joy we all feel to the wider world.

These messengers aren't resting on their laurels and neither are we. The pixels were still warm from the last event when we began planning BAMM 2, Nov. 1-30, 2023. While it is still in the planning phase, what we know is that it will bigger, better, and shinier than last year.

We expect more contest entries and are working to refine the categories along with the entry and judging processes.

The *FSM* staff is also looking to pick a kit for a group build during BAMM, with us providing frequent updates and possibly live building sessions.

That's just what we have right now. Watch this space as well as FineScale.com and our email newsletter for updates as we get closer to November. We're excited about it and hope you are, too.

*   *   *

Speaking of things we are excited about, I hope you've had a chance to see *FineScale Modeler Weekly*, our new video series that hits FineScale.com and YouTube — you guessed it — weekly. As well as incorporating New Product Rundown (the show that's previewed new kits, books, tools, and other modeling accessories for more than a decade), it also includes new segments Tooling Around, where we talk modeling tools, some common, some unique, and what we like (or don't!) about them, and the Wrap Up during which we'll discuss pretty much anything that catches our fancy. Have no fear: It'll be about modeling, or at least modeling adjacent. We'll leave discussions about the umpteenth episode of *The Bachelor* to the rest of the internet. We'll look at news from the hobby or industry, show something we are working on, and answer questions and comments from readers and viewers. We hope you enjoy watching it as much as we enjoy putting it together. And, yes, there will still be bloopers!

Aaron Skinner

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Forging Phantom memories

I was pleased to see a VF-213 Black Lions F-4J on the cover of the March/April 2023 issue. I was a Black Lion from January 1970 to 1973 during which I made two combat deployments, one of which included Linebacker I. Those Phantoms took me to and brought me back from 288 combat missions (if I was counting).

Not to be nit-picky but there is one major error in Mr. Kolasa's model: We never carried MERs (Multiple Ejector Racks) on the outboard wing stations. Never. You really paid a penalty in aircraft maneuverability if you got into a dogfight. If we were going to carry air-to-ground ordnance it would be either six Mk.82 500-pounders or four Mk.20 Rockeyes on TERs (Triple Ejector Racks) on the inboard station, along with four Sidewinders and four Sparrows on fuselage stations. I've included a few pictures from that time I thought you might enjoy.

I was amused at Mr. Kolasa's comment of "other squadrons had more 'flamboyant' markings." It brought to mind VF-51's "Screaming Eagles." We always joked about their Phantoms being decorated as a supersonic can-opener.

– Jerry "KarateJoe" Watson
Commander USN (Ret)

Ed.: Thanks for sharing your experiences with the Phantom and the photos as well! We sent your letter to Greg, and he responded with his characteristic sense of humor:

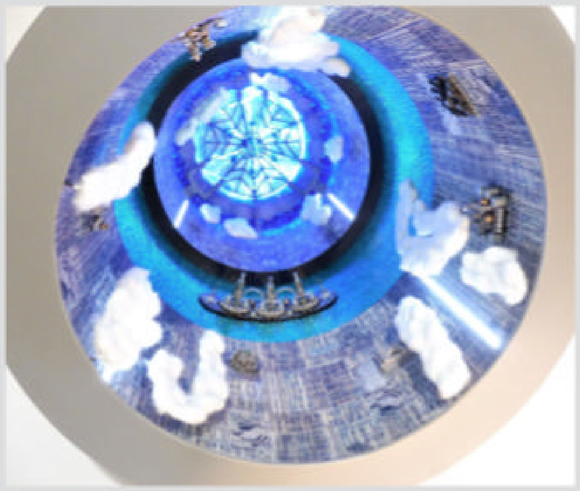
"Oh, I see Jerry's game: He's trying to goad me into a dogfight, knowing that he'd wax my ass because of all those Mk.82s on my outboards! Nice try, Jerry, but it won't work!

"Seriously, I'd be an idiot to engage with someone who was actually there. As for his

Reader tips

Flexible details inside tube

To build Rama from the Arthur C. Clarke novel, *Rendezvous with Rama*, I needed to create artwork on my computer for the highly detailed cylindrical surface of the hollow interior; but turning that into conventional decals would have been a silvering nightmare on such a large, curved surface.



I printed the images on transparency film, the "plastic paper" sheets used on overhead projectors. After painting the back of the film white and applying Dullcote to the glossy surface, I had sheets of photorealistic details that were easy to cut and flexible. It's also a great technique for adding backlit window images in spacecraft models without using decals or slides.

– Mike Walston
Highlands Ranch, Colo.

Make flexible sanding sticks

I have developed an easy way to make flexible sanding sticks that are great for polishing car bodies or reaching into odd spaces.

1. Pick out your wet-and-dry sandpaper of choice — in my case, I am using 400-grit — a get padded double-sided tape.

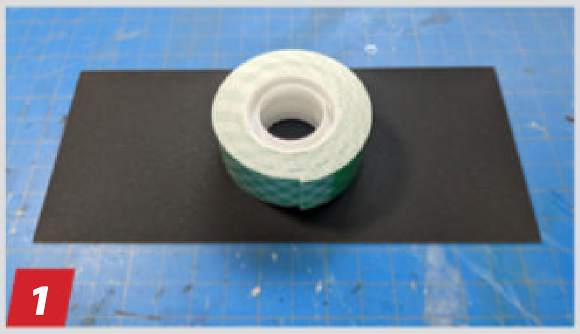
2. Cut lengths of tape to fit on the sandpaper, peel off the backing from one side and apply it to the sandpaper.

3. Cut along the edges of the tape to begin separating them from the sheet of sandpaper.

4. Peel backing from other side of the tape and apply it to another sheet of sandpaper.

5. Separate each strip from the sheet and *viola!* — flexible sanding sticks that are simple and easy to make, so you'll always have plenty on hand.

– Chad Truss
Crystal, Minn.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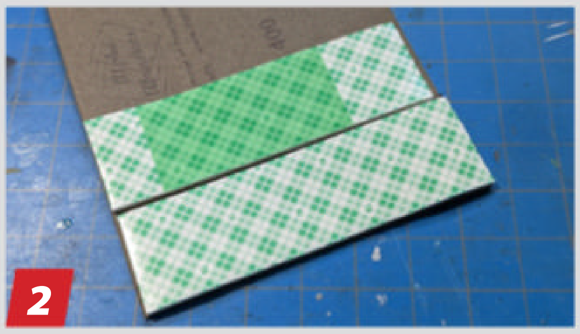
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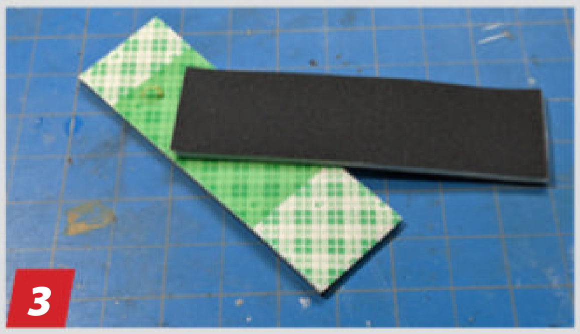
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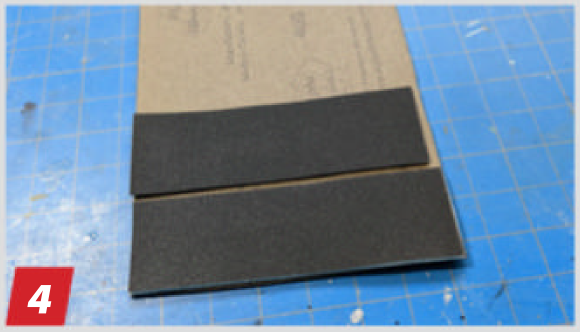
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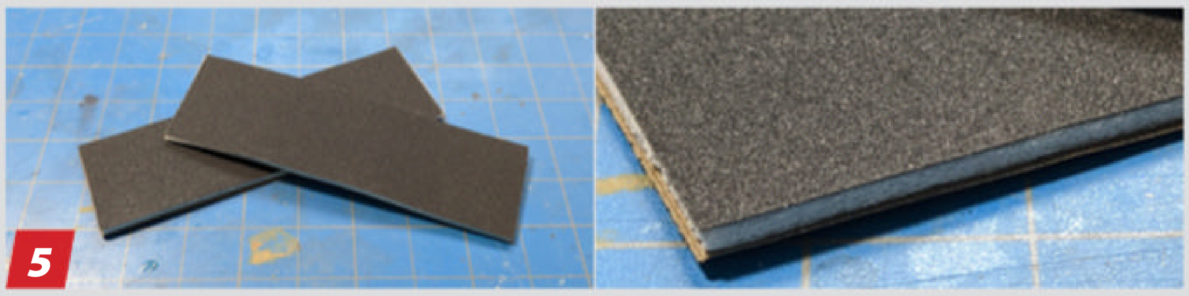
5

comment that 'we' never carried Mk.82s on outboard TERs, I can't argue. In fact, I can agree, in that 'we' is VF-213. I modeled the bomb load not from any particular Phantom but from several photos of different F-4Js. To be completely honest, in looking back to my notes, it was almost all Marine F-4Js that I saw photographed with outboard TERs and used as the models for the model, so I'll hafta give Cmdr. Watson the win on this.

EJECT...EJECT...EJECT!!!"

Passing on the fun

I took your challenge to make November Build a Model Month seriously. I built a diorama with ICM's 1/35 Hanomag SdKfz 251 Ausf A, adding ICM, Tamiya, and HobbyBoss figures. But it went a lot further than I expected.

I write adventure novels for young readers. My wife, who teaches 5th grade, invited me to do a reading in her classroom. Almost as an afterthought, she said, "Why don't you bring along a few models? You could tell them how you tell stories with your models."

I did, and the kids went crazy about them. They asked plenty of questions about modeling and my books. But more than that, they wanted me to start a modeling club. Well, I ordered a dozen Airfix starter sets, and we started in February. They weren't, as I had hoped, interested in painting or weathering techniques or blending their paints. In fact, they just wanted to slap together their models with a minimum of painting, but they've begun. I remembered what you had said in the January/February issue, exhorting us to "introduce . . . kids to the hobby." Well, it worked better than I expected.

– Mark Adderley
Gastonia, N.C.

Ed.: Nice work, Mark! The first step is getting them excited about building models. I wasn't interested in painting or weathering when I got started; I wanted to slap the kit together so I could play with it. But the process got me interested in the vehicles I was building, which in turn got me interested in painting and weathering. Let FSM *know how the club progresses.*

Wanting a particular Nova

Wake me when an accurate '67 Nova kit is produced. Curbside would be acceptable.

– Hank Borger
Leesburg, Fla.

Ed.: The Chevy Nova is a popular subject with kits of the '62, '63, '64, '65, '66, '69, '72, and '76. GM introduced several changes to the car in 1967, so there is room for a new kit.

EXCLUSIVE CONTENT AT FINESCALE.COM

NNL West back and better than ever

NNL West celebrated 3D-printed models and the 100th anniversary of the Ford 1923 Model T at this year's event. More than 300 modelers showcased their work in Santa Clara, California, this past January, and, for the first time for NNL West, a woman and girl took home the People's Choice Adult and Junior awards. Check out the wide variety of incredible car, truck, and motorcycle models by visiting **FineScale.com/show-galleries**.

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Has it been a while since you last built an airplane model kit? Or maybe you're a beginner and want a little help taking those first steps. Never fear! *FineScale Modeler* has you covered. Visit **FineScale.com/how-to** and let *FineScale Modeler* magazine Editor Aaron Skinner lead you through building a model airplane, step by step, from initial assembly to painting, decals, and weathering. You'll start building your fighter wing in no time!

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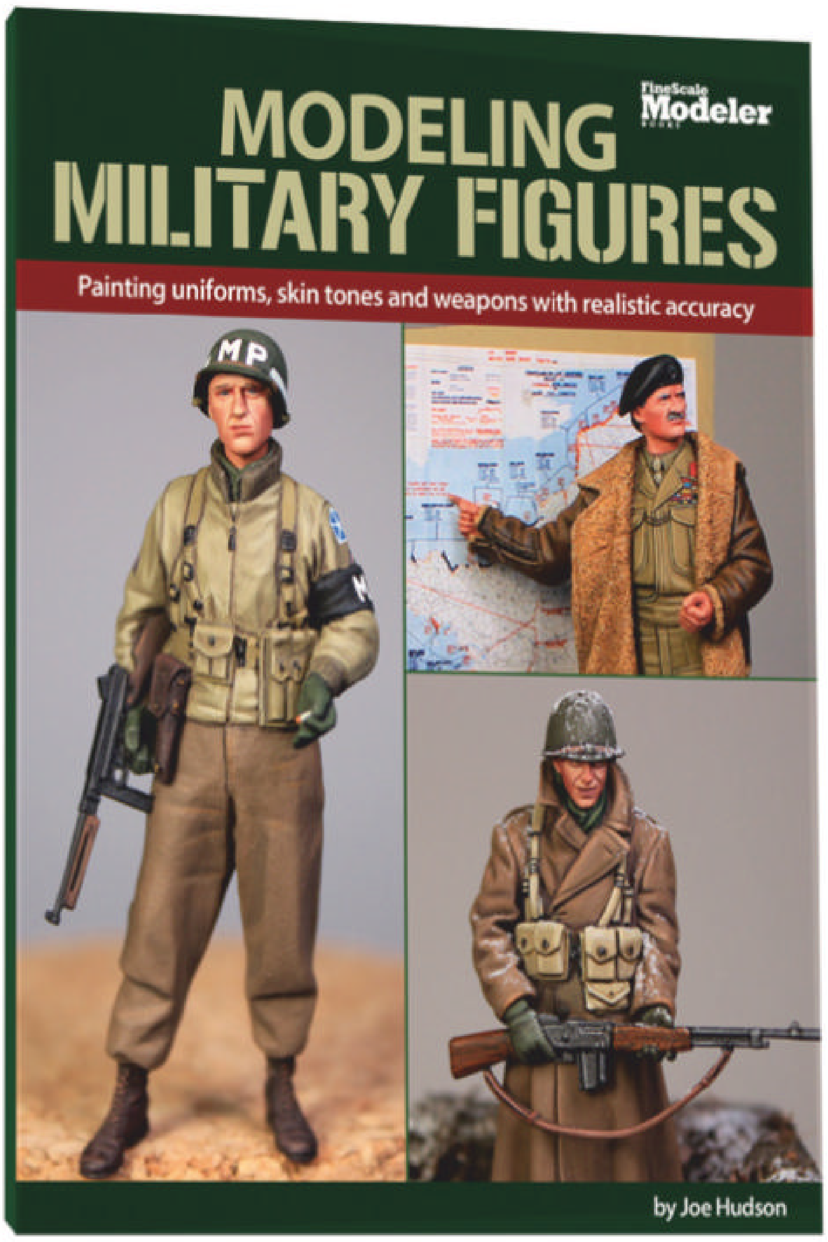
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AH-64E Apache Guardian attack helicopter from Takom, No. 2602, $114.95.
AH-64E "E of the World" attack helicopter from Takom, No. 2603, $109.95.

1/48 SCALE

F/A-18F Super Hornet US Navy Special Colors from Italeri, No. 2823, $72.99.

USAF A-10C 75th FS Flying Tigers from Academy, No. 12348, $69.

1/72 SCALE

Fokker F-27 Maritime Patrol from Italeri, No. 1455, $61.99.

ARMOR

1/35 SCALE

Panzer IV/70(A) from Tamiya, No. 35381, $51.
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1/48 SCALE

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1/72 SCALE

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SHIPS

1/350 SCALE

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AUTOS

1/25 SCALE

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1975 Datsun pickup "Lil Hustler" from MPC/Round2, No. MPC982, $31.99.

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1/144 SCALE

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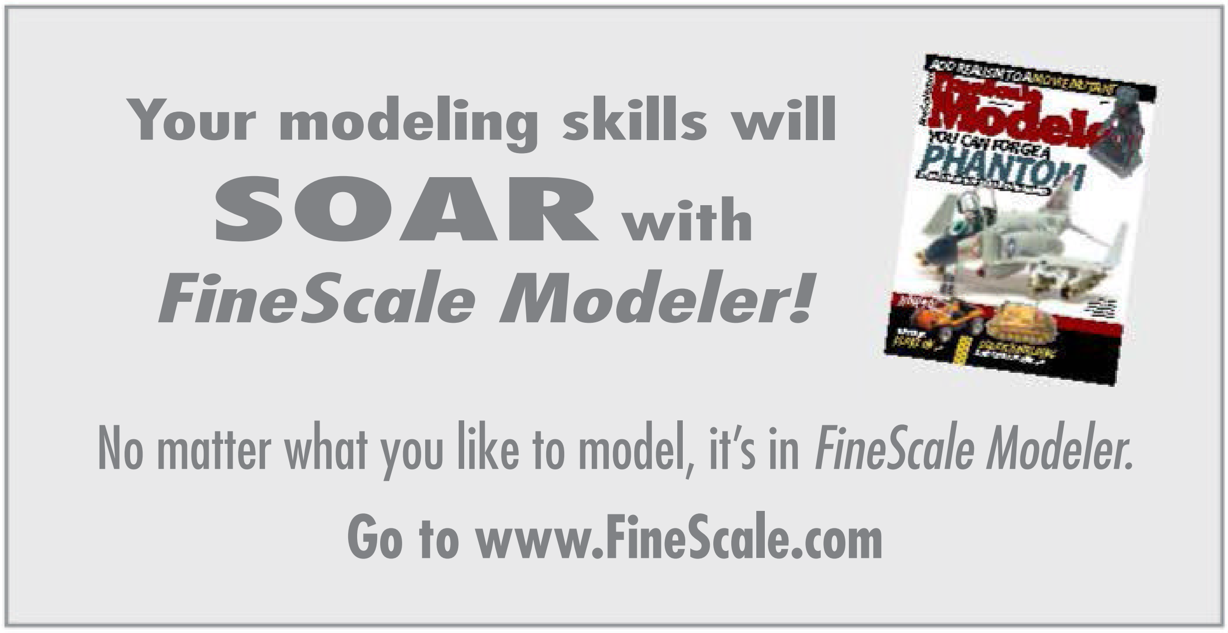
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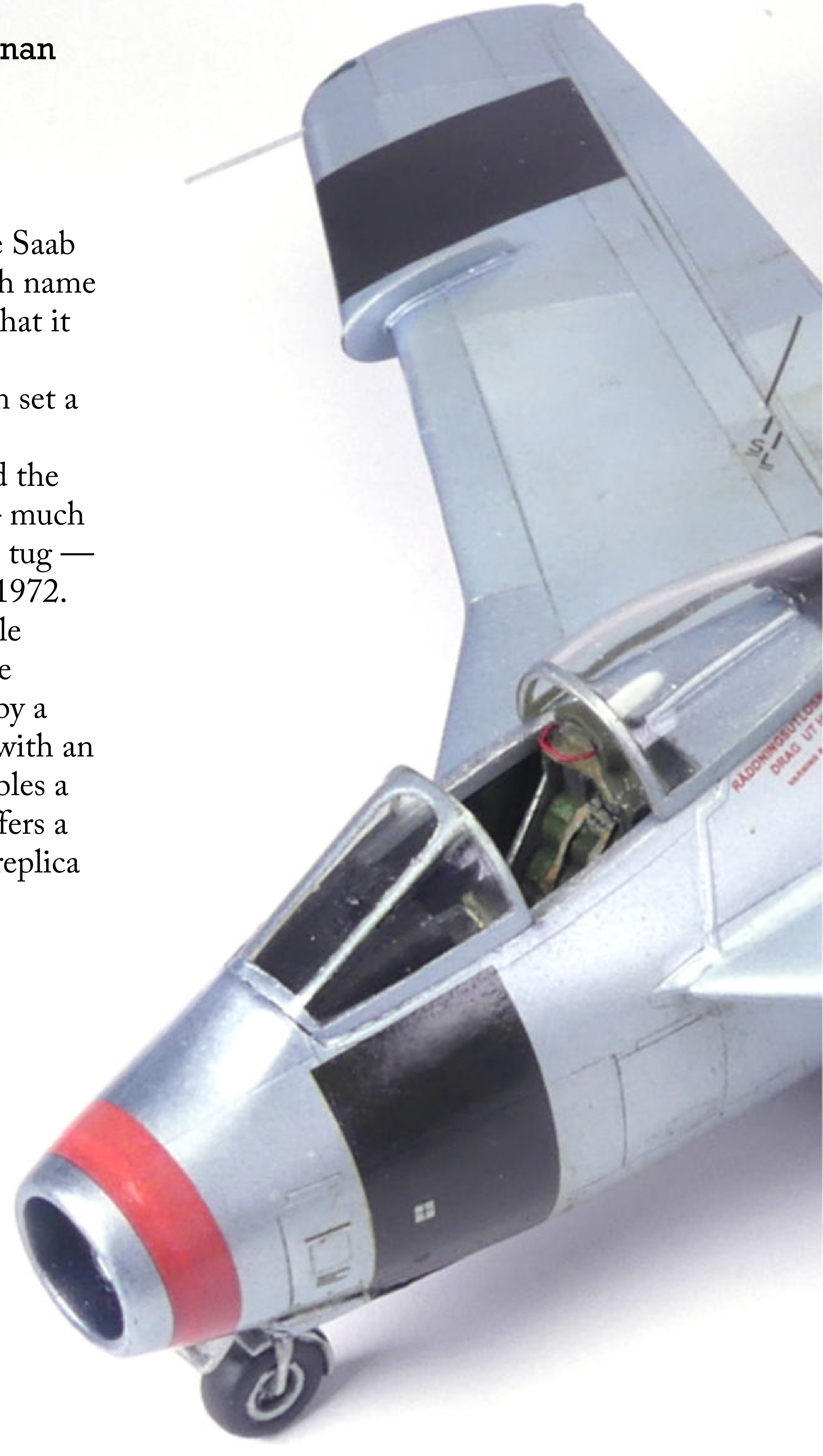
A flying

Tackle Tarangus' short-run Tunnan basically out of the box

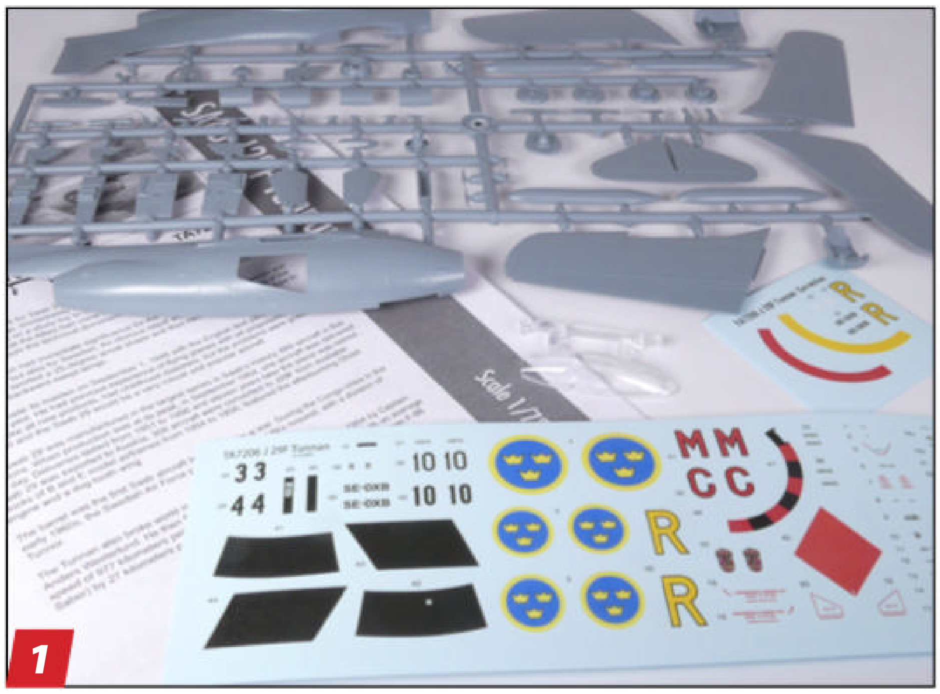
BY ANDERS ISAKSSON

It would be difficult to argue that the Saab J 29 Tunnan is pretty — the Swedish name literally translates as barrel — but what it lacked in looks the jet made up for in maneuverability and speed. One Tunnan set a world speed record in 1954 on a closed 500-kilometer circuit. The fighter served the Swedish air force from 1951 to 1976 — much of the last decade as a trainer and target tug — and the Austrian air arm from 1961 to 1972.

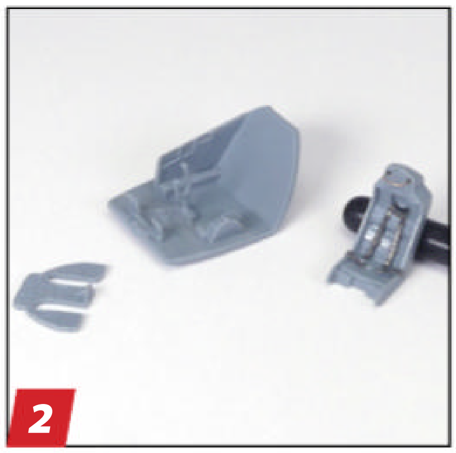
In 2013, Tarangus released a 1/72 scale J 29A/B, the initial fighter version of the Tunnan. That kit was followed in 2021 by a J 29F, the last variant, which was fitted with an afterburning engine. Although it resembles a short-run kit and is simple, Tarangus offers a complete model that builds into a nice replica almost straight from the box.



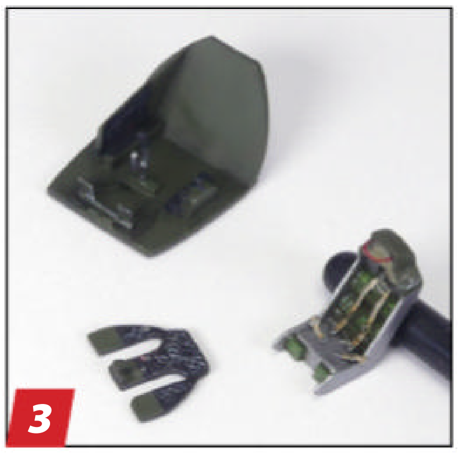
barrel of fun


1

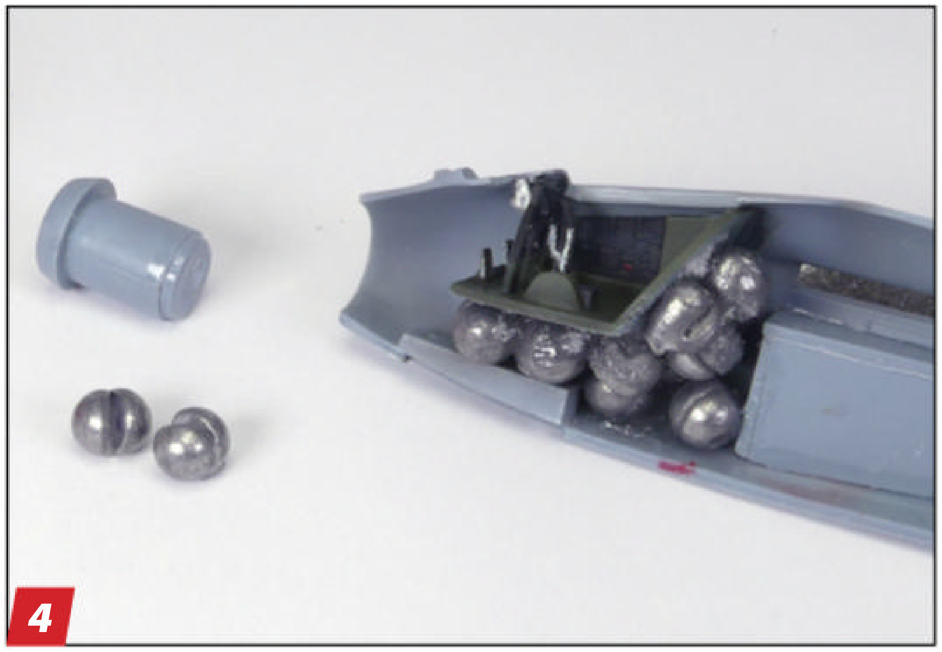
Typical of a short-run kit, no part numbers are molded on the trees and the parts lack locators. Instead, numbers are printed on the part map in the instructions. Fine recessed panel lines mark airframe surfaces and the clear parts are thin and distortion free.


2

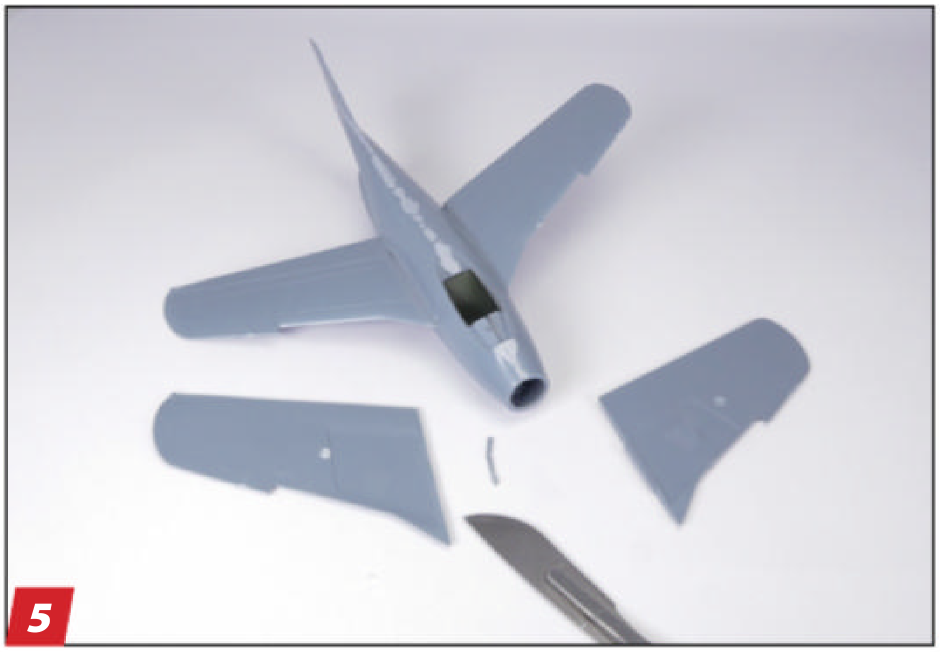
I dressed up the seat with a leftover Eduard photo-etched metal seat belt and a thin copper wire ejection handle glued into holes carefully drilled in the upper section of the headrest. The belts were for German World War II aircraft, but in this scale, they are close enough.


3

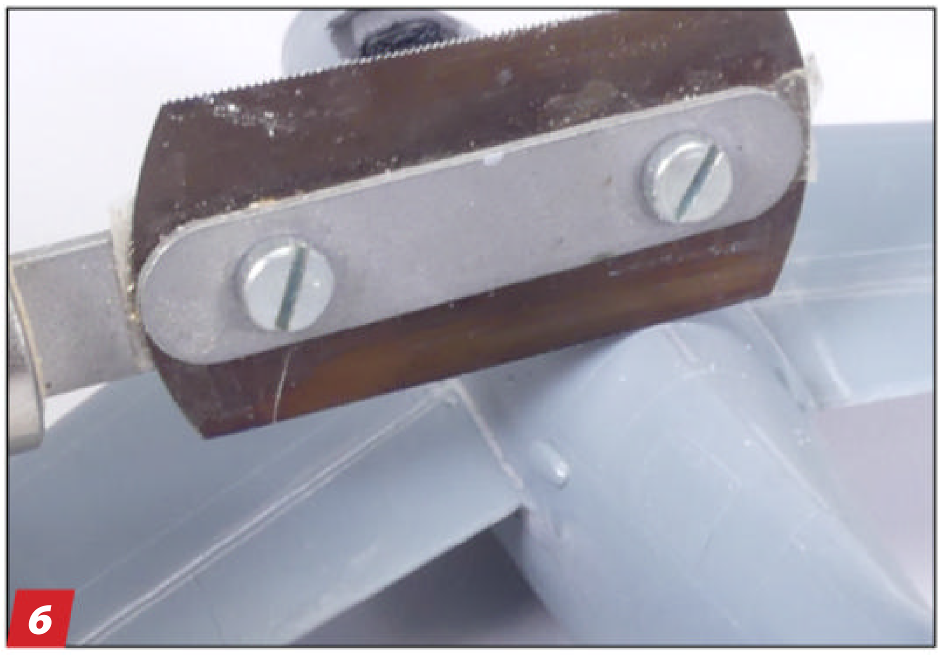
Over a layer of MR Paint Black Primer (No. MRP-085), I airbrushed the cockpit with MR Paint Dark Green (No. MRP-110). I picked out details by hand using Vallejo acrylics and flowed a black artist-oil wash into corners and around details. I left the seat separate to ease masking the cockpit.


4

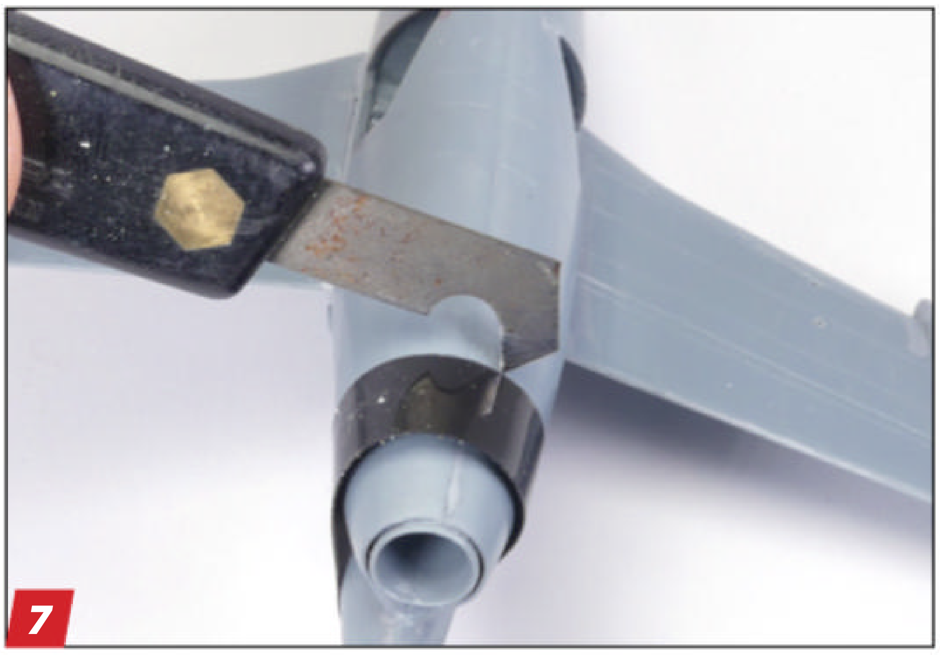
To ensure the nose wheel stayed on the ground, weight needs to be added up front. Tarangus notes this in the instructions, but doesn't indicate how much to add, so I played it safe and glued as many fishing sinkers as I could fit around the cockpit and the nose wheel bay.


5

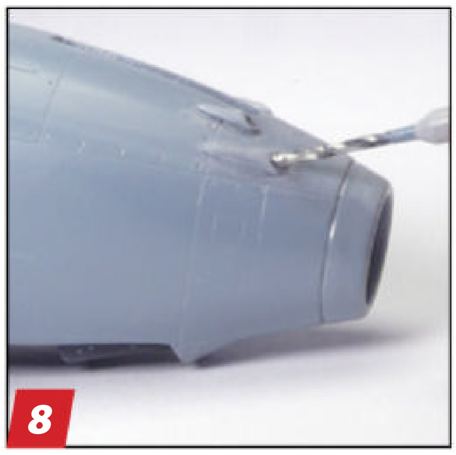
Although the fuselage halves lack locators, careful fitting minimized filling. To get the best possible joint along wing roots, I glued each upper wing half to the fuselage first, then I cut of the tabs on the lower halves because they were a tad too thick to fit their respective slots.


6

After filling and sanding, I quickly restored panel lines lost during assembly and cleanup by dragging a razor saw across the seams.

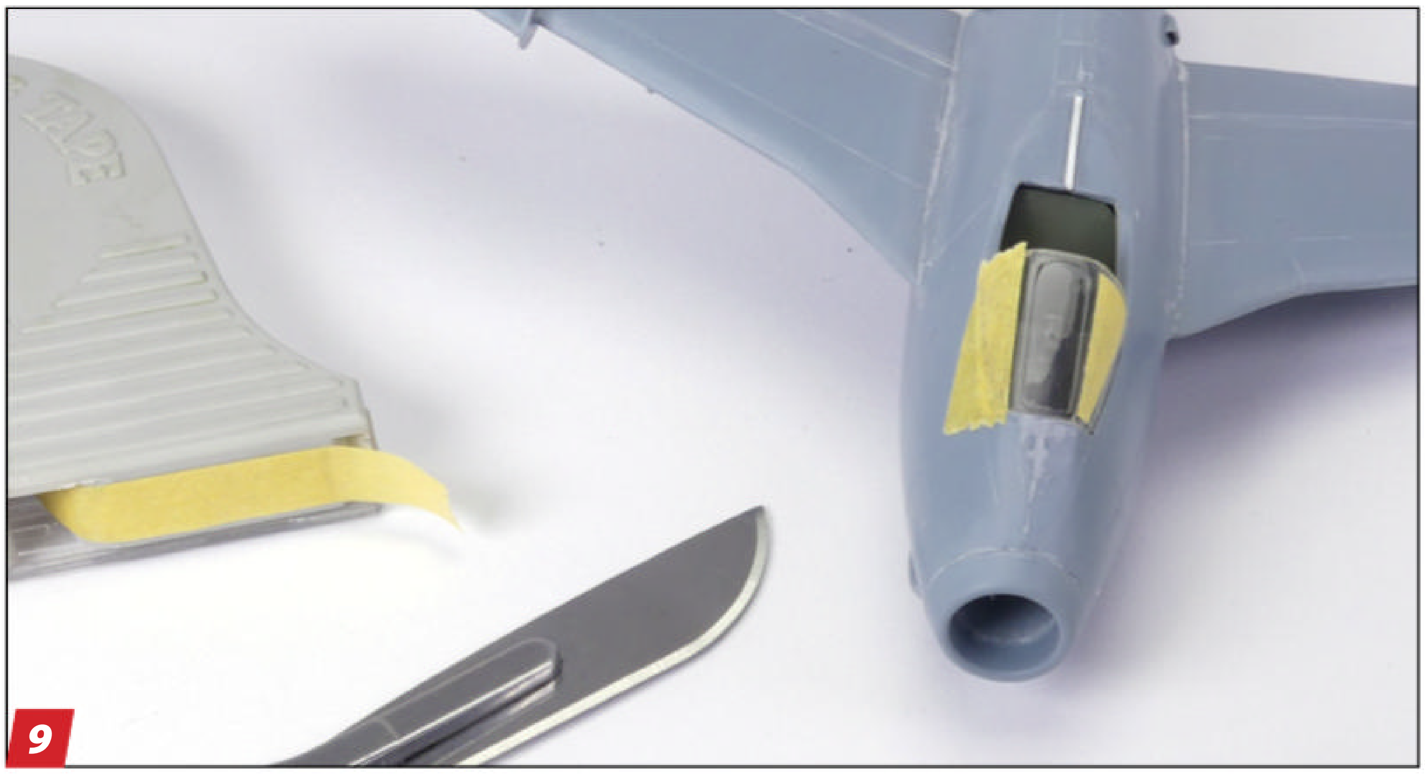

7

Underneath, it was easier to follow the profile with a scribing tool. Dymo label tape guided the scriber blade as I made repeated light passes across the seam.



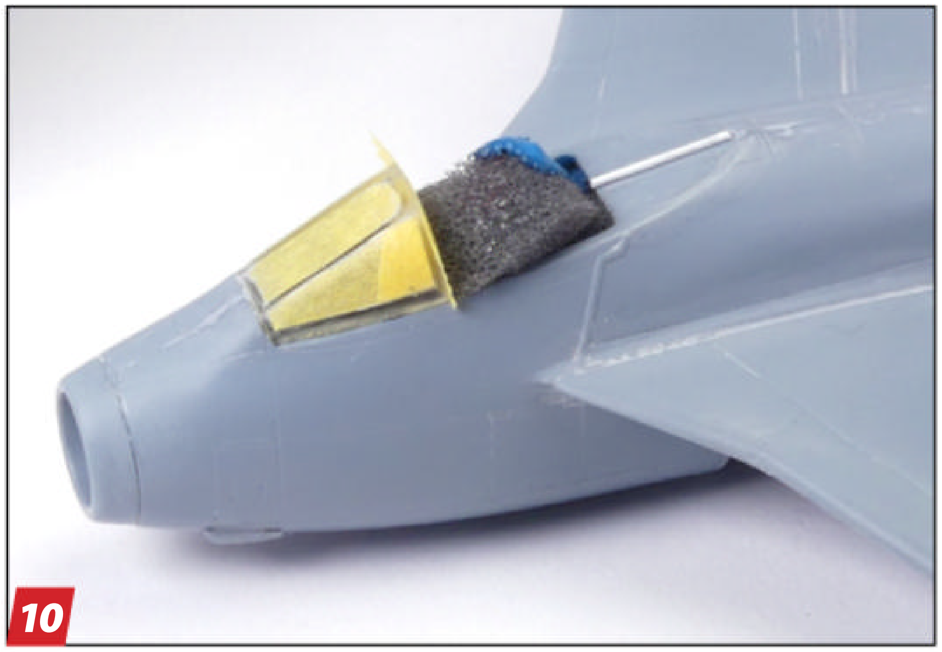
8

Using a small drill bit in a pin vise, I carefully bored open the cannon muzzles under the nose. Finally, I mounted two small air intakes either side of rear fuselage; these were solid castings, so I carefully carved out the openings for realism.



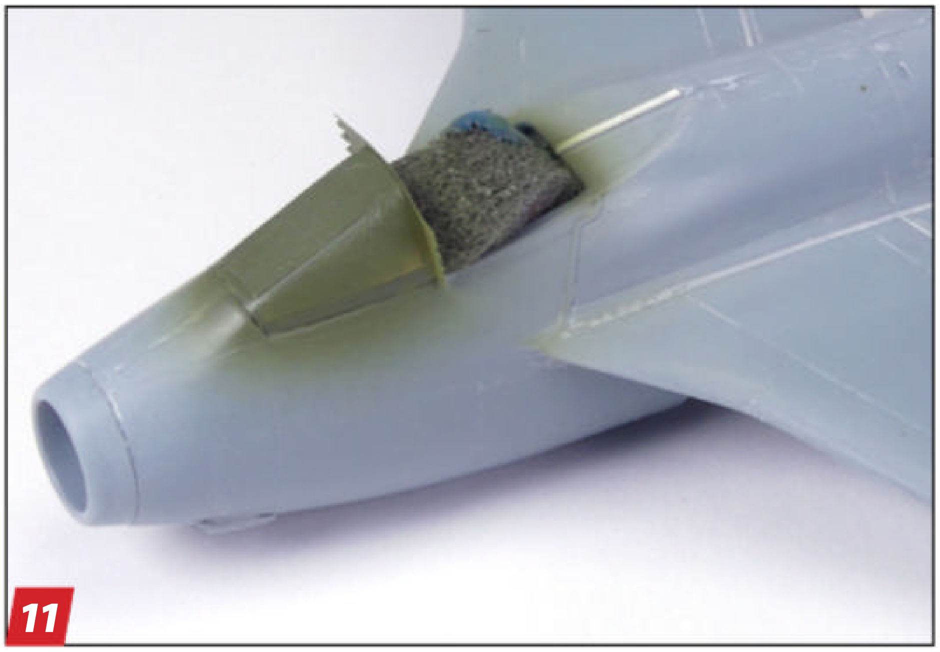
9

To mask the clear parts, I applied oversized pieces of Tamiya tape and carefully cut along the frames with a new, sharp scalpel. The surplus tape was carefully removed to expose the frames.



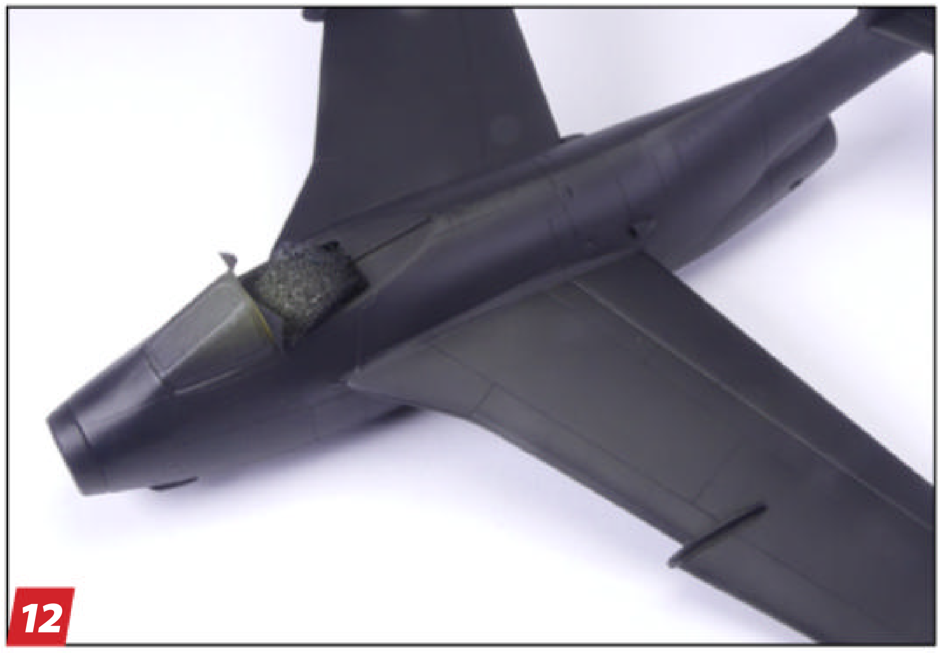
10

The cockpit opening was easy to mask with a piece of packing foam and liquid mask to fill minor gaps.



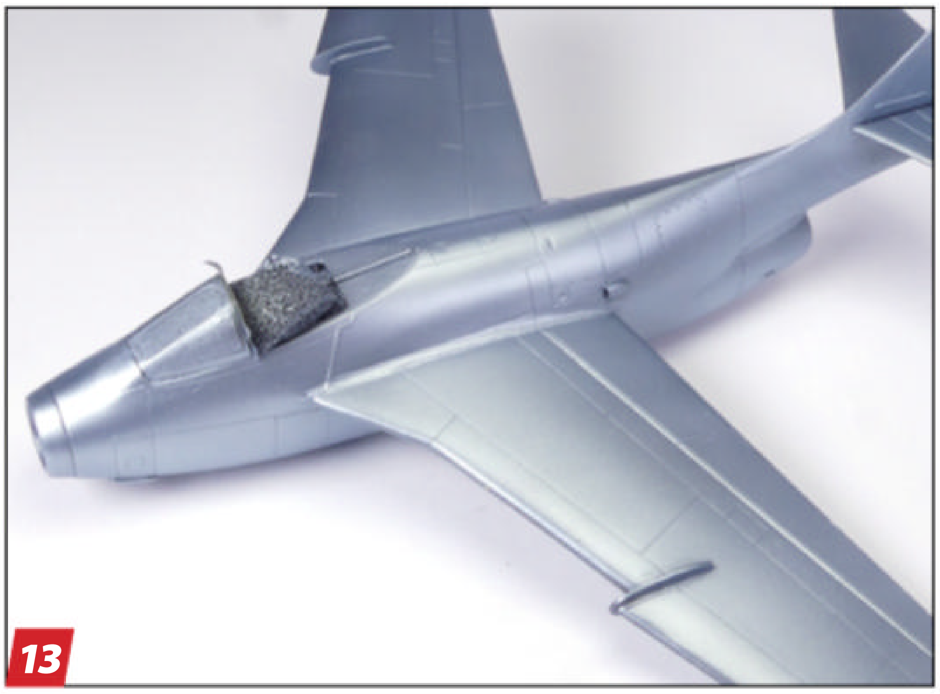
11

Before priming the airframe, I airbrushed the canopy frames with dark green to match the cockpit.



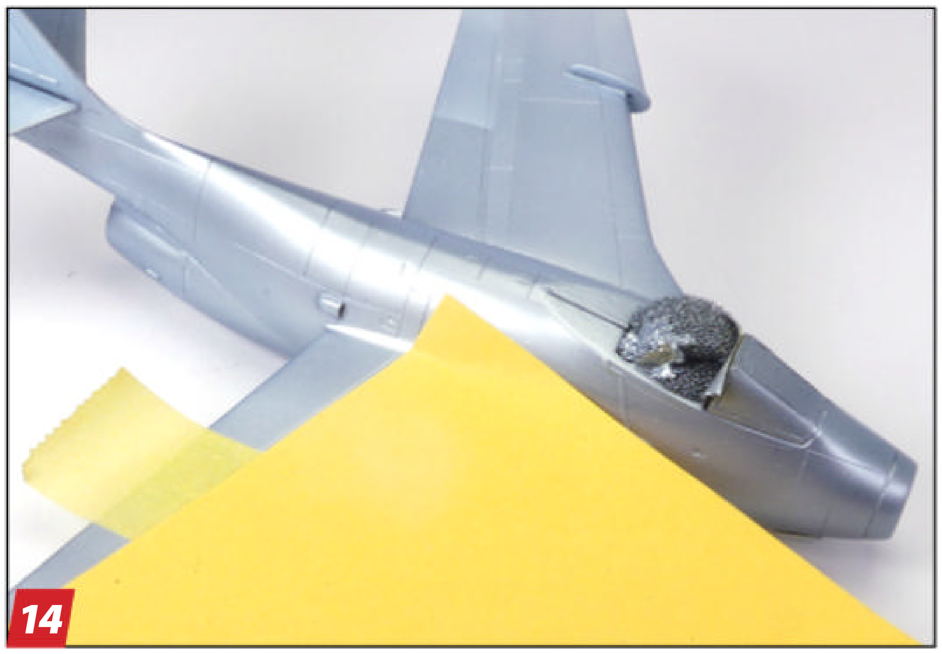
12

To prepare the model for its natural-metal finish, I airbrushed black primer and let it cure for more than 24 hours. Light sanding eliminated dust and other irregularities that would have popped under the topcoat.



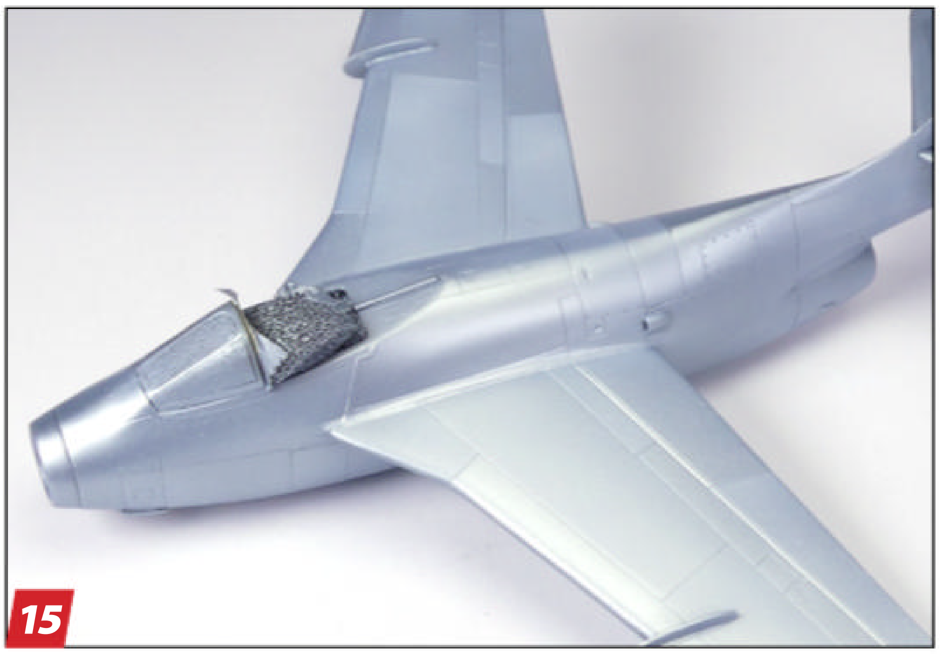
13

For the natural-metal finish, I started with an overall coat of AK Interactive 3rd Gen Acrylic Dark Aluminum (No. 11208) mixed with AK thinner.



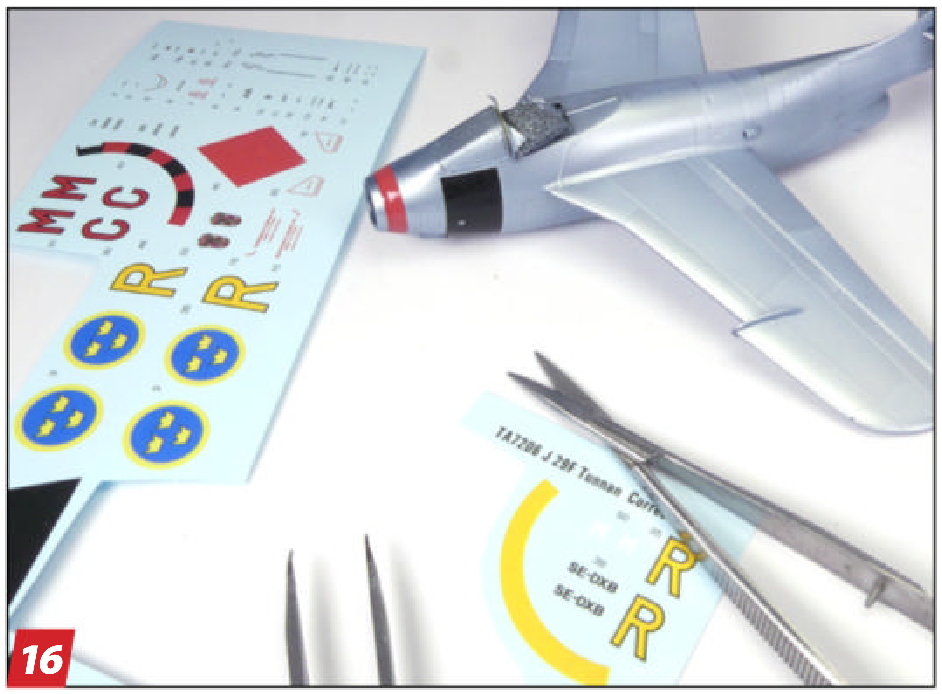
14

I masked various panels with Tamiya tape or Post-it notes and airbrushed them with either AK Aluminum (No. 11207) or a mix of aluminum and Silver Gray (No. 11006). I reduced the tape's stickiness by repeatedly placing it on workbench and pulling it up before masking.



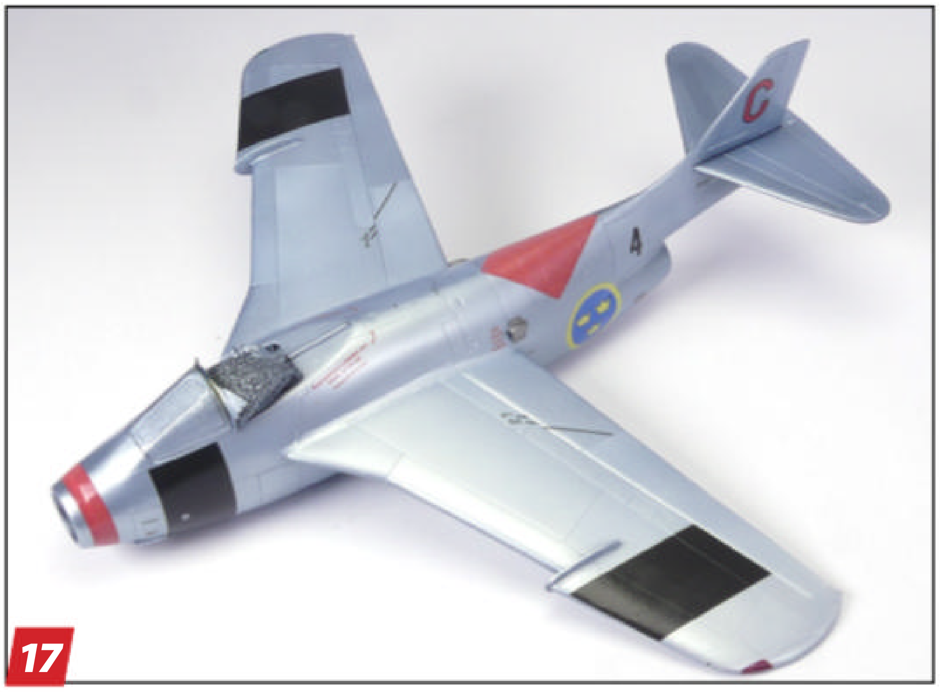
15

After a few rounds of masking and painting, the model showed several shades. I hand-painted small air intakes around the fuselage with a mix of aluminum and a drop of AK Rubber Black (No. 11027). Details like the landing gear, doors, and other parts were painted with dark aluminum.



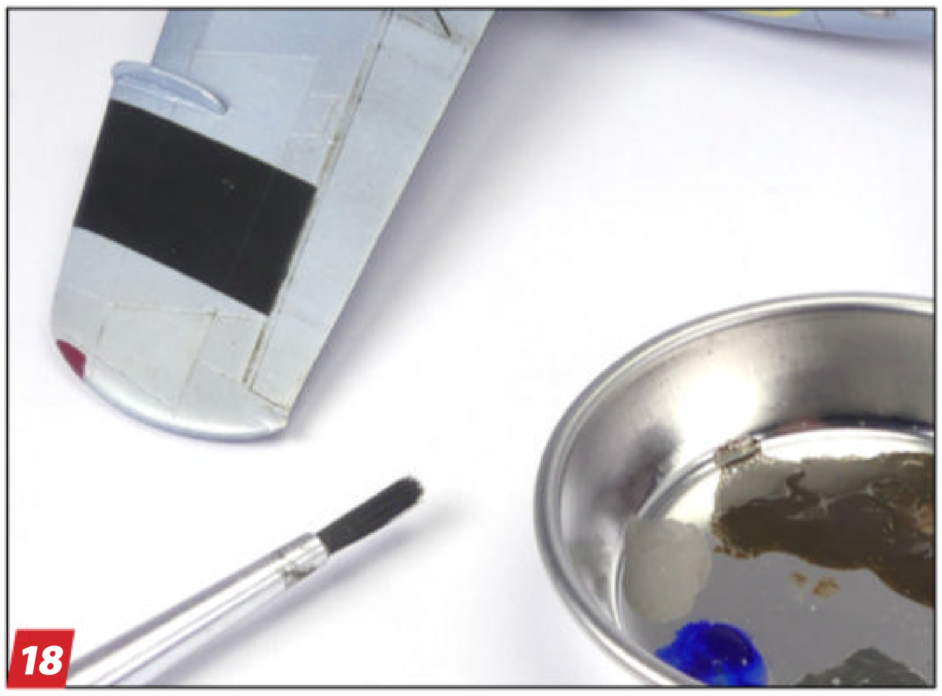
16

The decals fit curved surfaces well and the fit was near perfect. I chose the kit markings for a Tunnan serving in F4 Wing at Frösön with black exercise markings and a patch of Day-Glo on the spine.



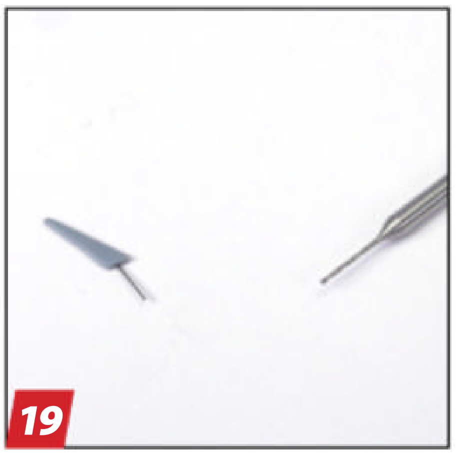
17

With the decals in place, I airbrushed the entire model semigloss clear to seal the surface for weathering.



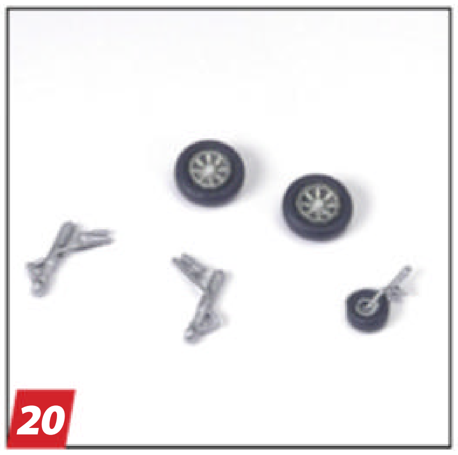
18

For the weathering, I used dark brown, gray, and blue Ammo by Mig Jimenez Oilbrushers to panel lines and streaked them in the direction of the airflow. After applying a drop to the surface, I used a wide brush moistened with white spirit to feather and blend the drop.



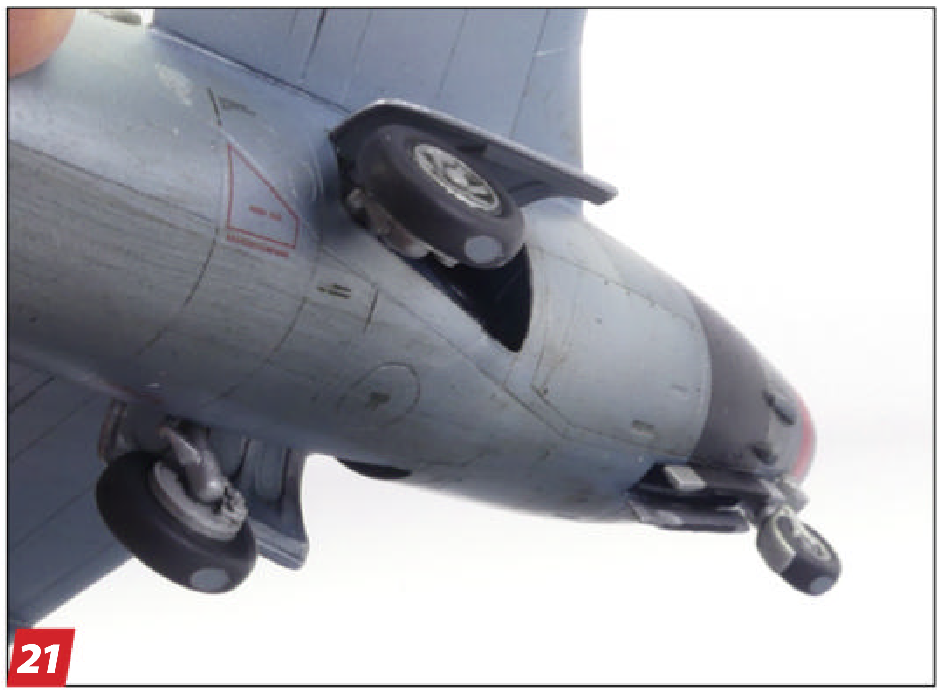
19

The small fin on the spine was made more durable by carefully drilling a hole in the base for a piece of piano wire that fits into a corresponding hole in the spine.



20

I airbrushed the landing gear legs dark aluminum. After painting the wheels with gray Tamiya Fine Surface Primer, I brush-painted the tires with a rubber color mixed using Vallejo acrylics.



21

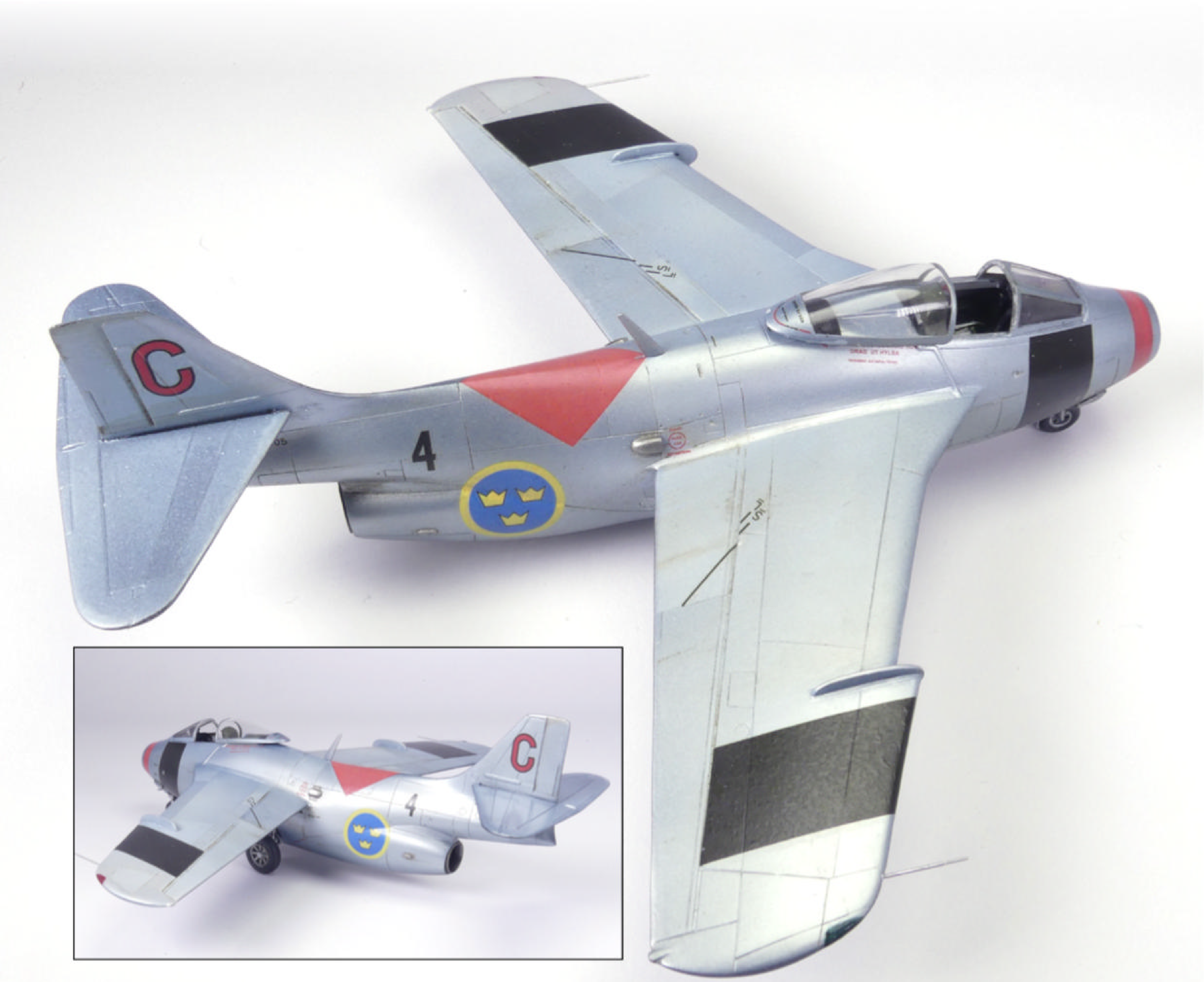
Once the landing gear and wheels were in place, I gently pulled the model across sandpaper to slightly flatten the tires.

22

I replaced the kit's clunky pitot tubes with turned-metal items from Master Model (No. AM-72-053). The front end of the pitot tube for the starboard wing is even hollowed out, just as on the original.

23

After installing the ejection seat, I attached the canopy in the open position. Note that Part 55 should be attached inside the clear canopy rather than to the fuselage as indicated in the kit's instructions. **FSM**



Modular subassemblies for better results

Kitbashed and scratchbuilt parts come together for a unique 1/25 scale Funny Car

BY CLAUDE THIBODEAU

Well before sponsors logos wrapped contemporary bodies, late-60s Funny Cars featured wild paint jobs that allowed many to double as show cars during the off season.

Some owners, like Mickey Thompson, made stretching the envelope of design a mission. The late promoter-innovator-showman extraordinaire fielded a Maverick and a trio of Mustang Funny Cars in 1970. Many remember the candy blue and red "twin" Mach Ones that raced all over America. But what about the sensational third Mustang?

Seen on the cover of the August 1970 issue of *Hot Rod Magazine* and fabricated by Nye Frank, it took design cues from Indy car contemporaries: a monocoque for lightness and rigidity; abbreviated roll cage; and front and rear suspensions hung from the tub. The driver straddled the rear deck, and a sectioned Mustang fiberglass upper-body opened as a clamshell.

My goal was not to build an exact scale replica. The actual car played third fiddle to the red and blue twins, thus a dearth of documentation. Even the *Hot Rod* feature did not reveal all details. I settled for what I imagined as a "development mule." Construction would be similar in concept, with a more conservative corporate livery, while integrating body, suspension, and powertrain components from a popular kit.

I turned to a Polar Lights 1/25 scale Tommy Grove Mustang Funny Car (No. 852), although the Gas Ronda version (No. 6506) would work, too. The prototype used a Boss 429, but our donor kit features a 427 SOHC. Revell's 1/24 scale Bob Glidden 1987 Thunderbird Pro Stock (No. 85-4098) supplied screaming Motorcraft decals. It also includes a Boss 429 without a blower, if you want to give it a go.

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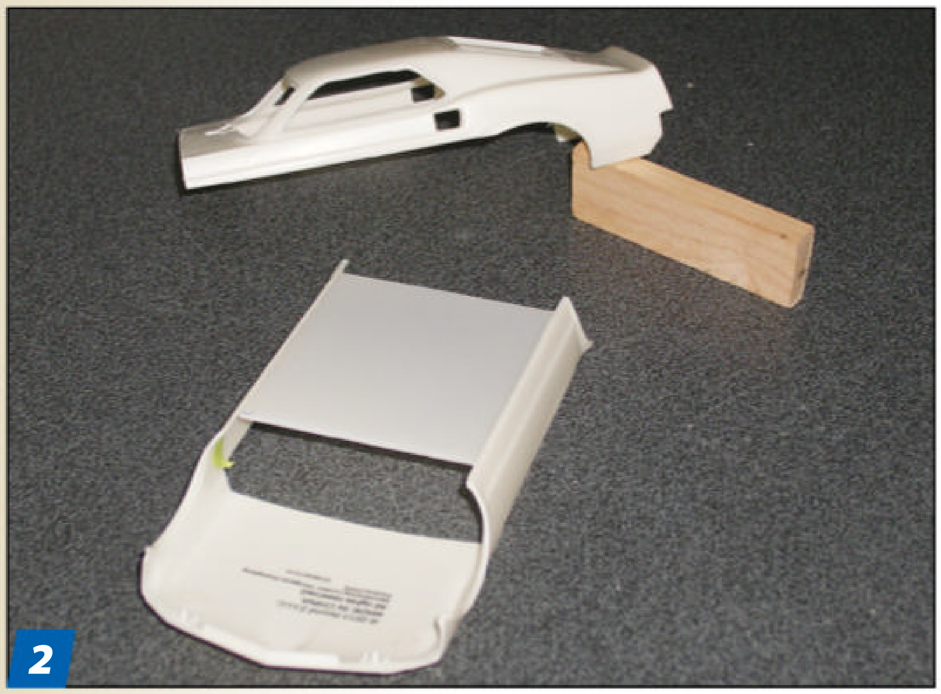
Tommy GROVE
MUSTANG FUNNY CAR
"THE GOING THING"

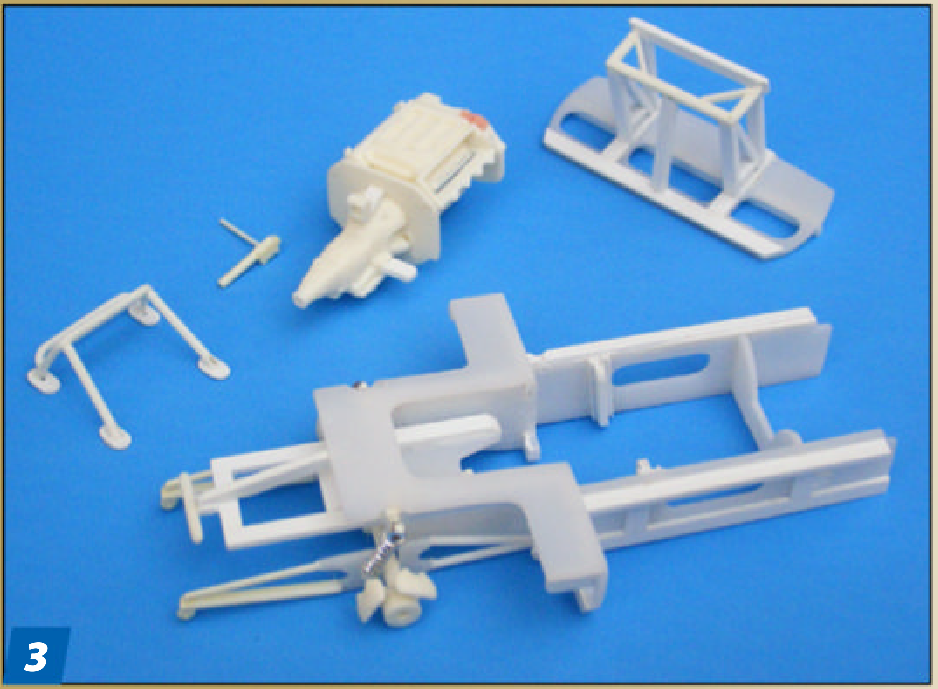
1

I planned to use as many components from the Polar Lights kit as possible, but many would be modified. So, I stocked up on Evergreen styrene sheet and strip in various widths and thicknesses (nos. 147, 149, 8612, 9008). Select decals came from the Glidden '87 Thunderbird.



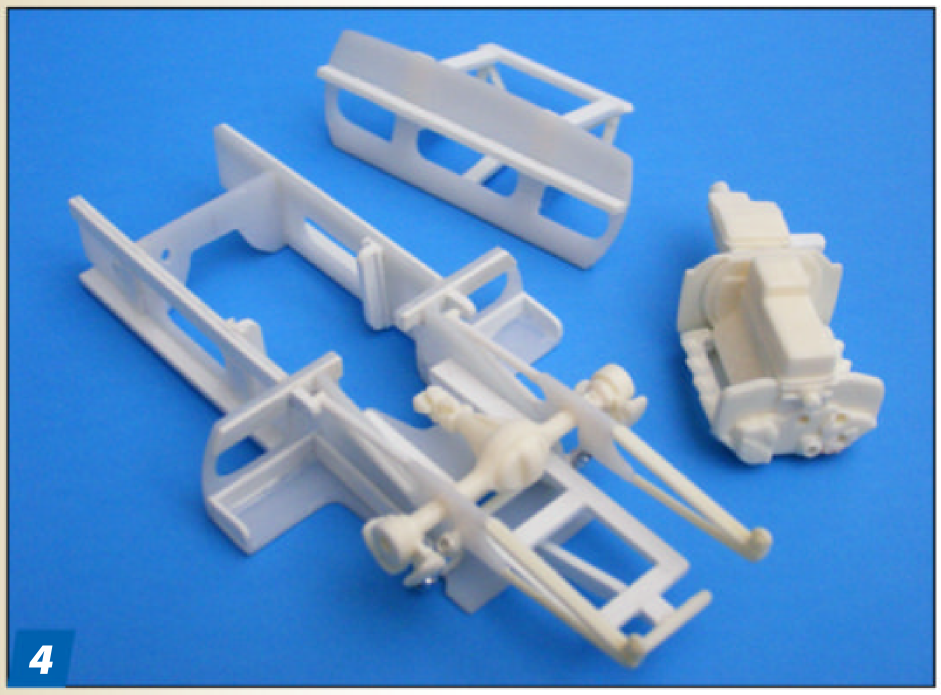
2

To re-create the innovative design, I needed to slice the Mustang body across the front and along both sides. Both sections will later be joined to reinforcing paneling, just like on the prototype. I made the 48mm x 70mm floor pan from .40-inch styrene sheet.



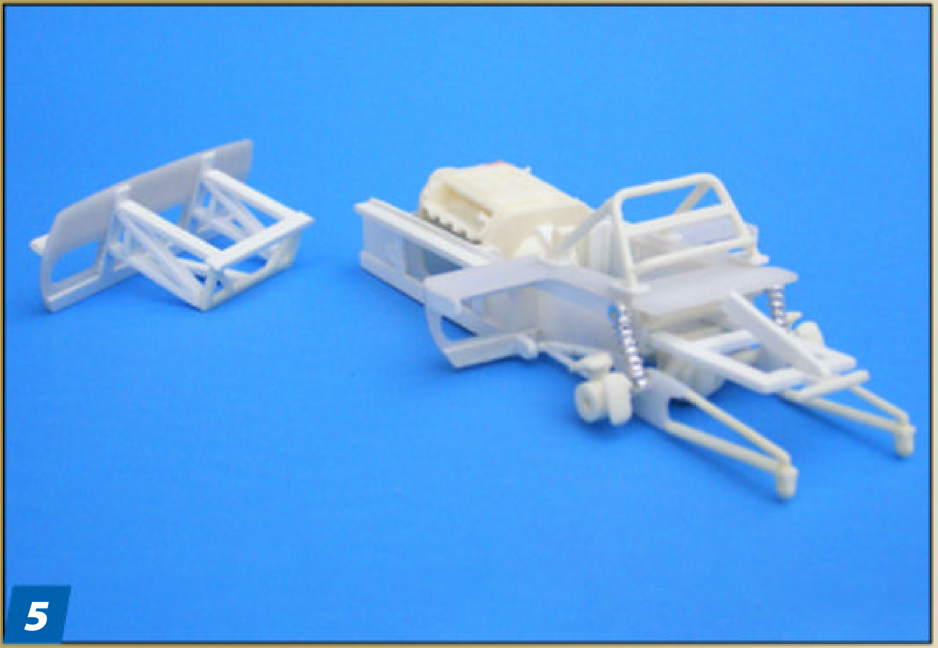
3

With the information I had about the Mustang Funny Car, I fabricated individual modules that connect to the central monocoque structure already equipped with wheelie bars in back. This approach facilitates adjustments as work progresses.



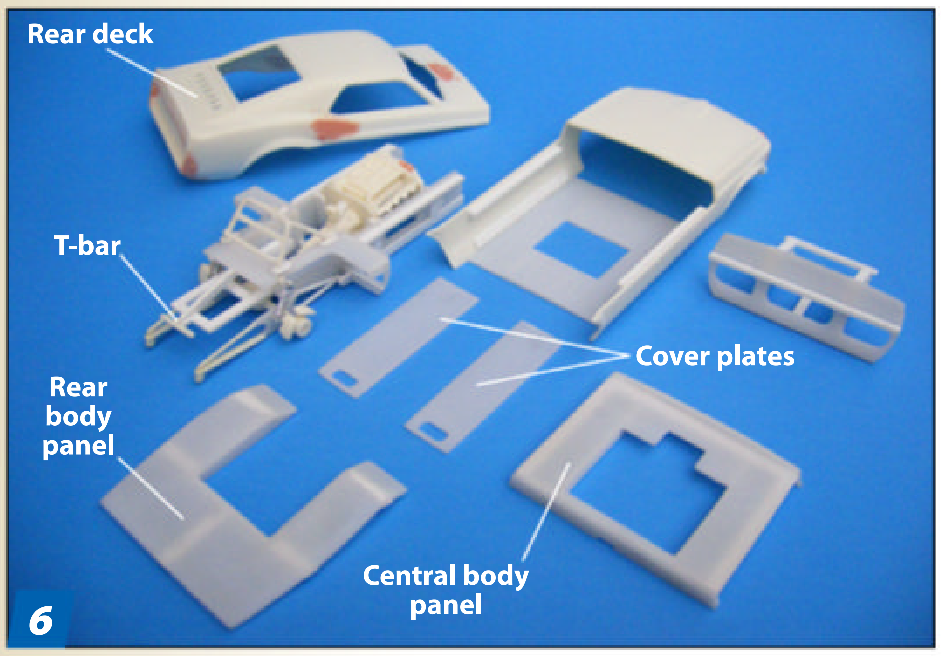
4

Flipping the monocoque over, you can see where I cut the kit's rear suspension and attached it to scratchbuilt axle plates, making sure to center the rear end in the wheel openings. The driveshaft is shortened to allow engine setback.



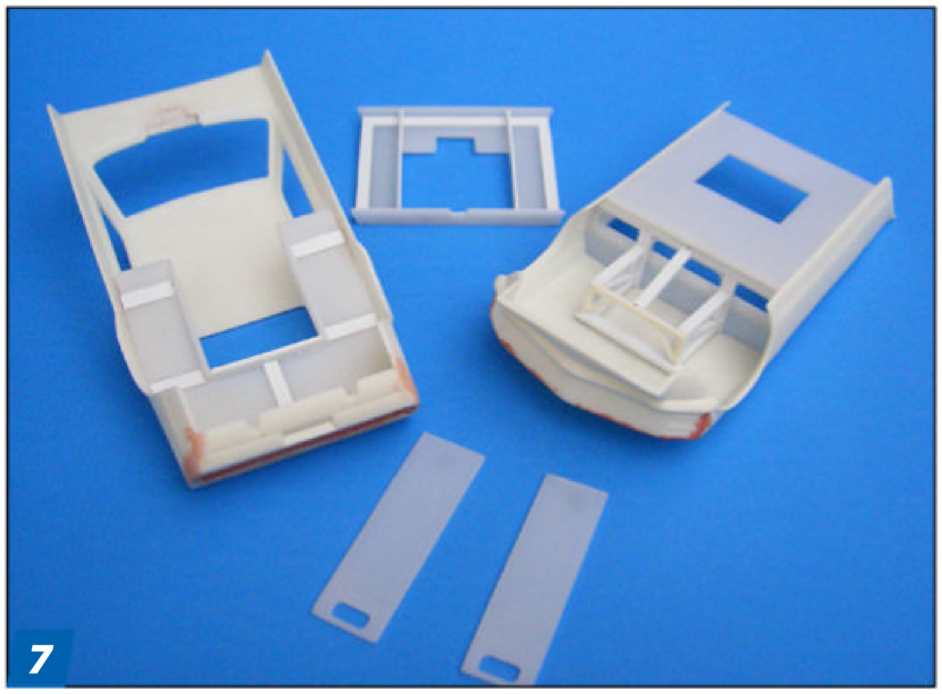
5

Here, I'm test-fitting the subassembly modules. Building this way allows me to ensure precision of the final product. Each subassembly is glued and solid except the front suspension bulkhead panel and front axle unit that will be press-fitted after all components are detail painted.



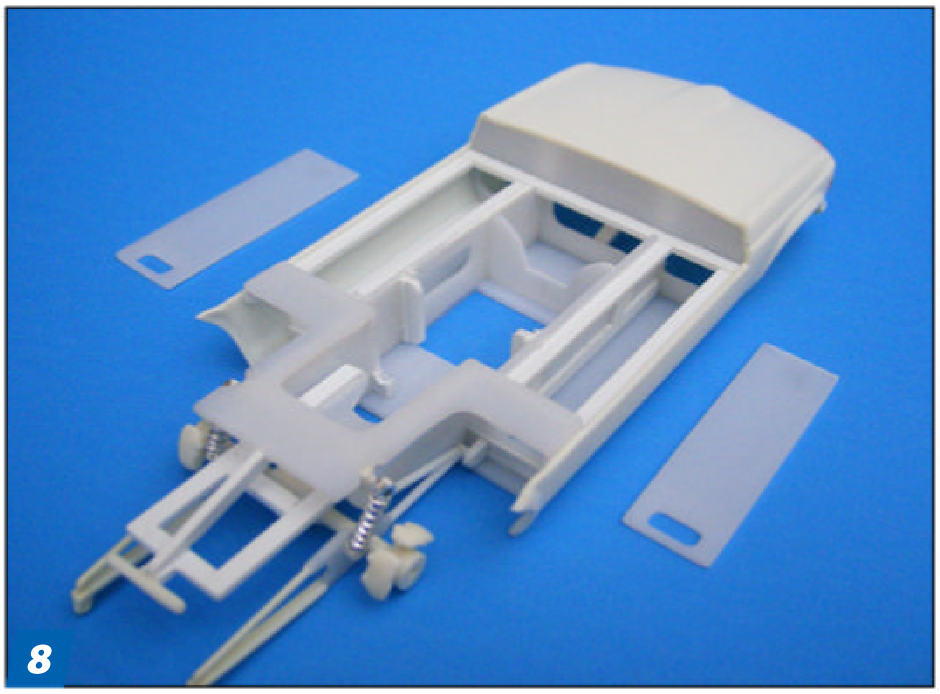
6

At this point, the central structure is complete with rear deck (including air vents), rear suspension, body-swiveling T-bar, engine/transmission, and removable side-pontoon cover plates. The central and rear panels add rigidity to the swiveling upper body.



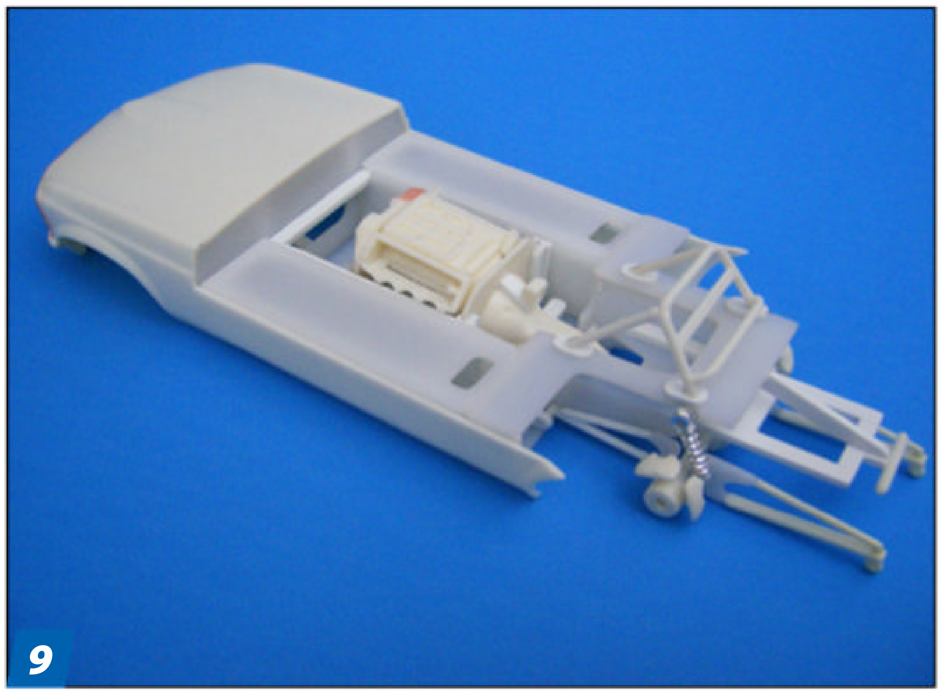
7

The front suspension bulkhead fits inside the body at the front edge of the floor pan. The opening in the floor will allow headers to exit underneath. Besides stiffening the upper body, on the real car, the rear panel protects the driver from smoke and tire debris.



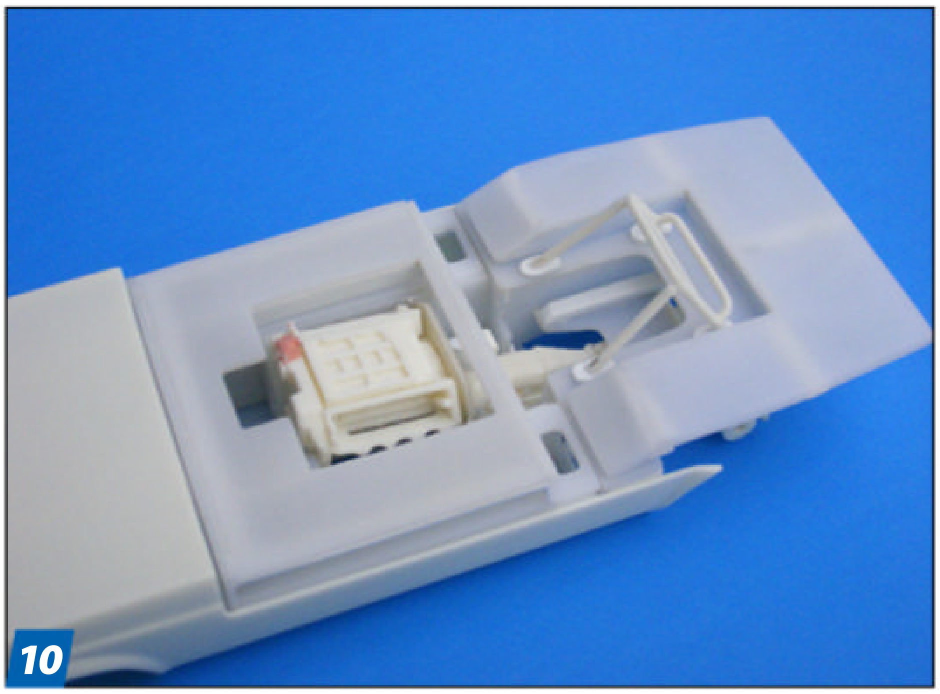
8

With the floor pan in place in the lower body, I test-fitted the central structure without engine, seat, and roll cage. You can see the lateral-pontoon construction. Where I needed locators for positive fit, I opted for square styrene to facilitate precise, interlocking subassemblies.



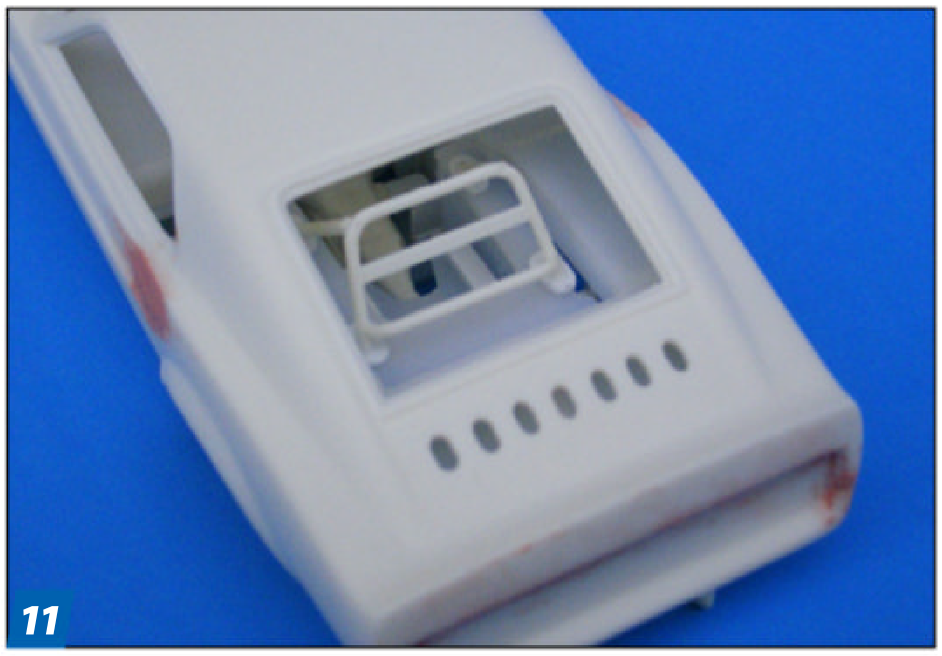
9

As on the prototype, the donor kit top roll bar became an abbreviated roll cage secured to the deck surface via small mounting plates I fabricated. The driver's legs would extend on each side of the transmission case to reach the pedals.



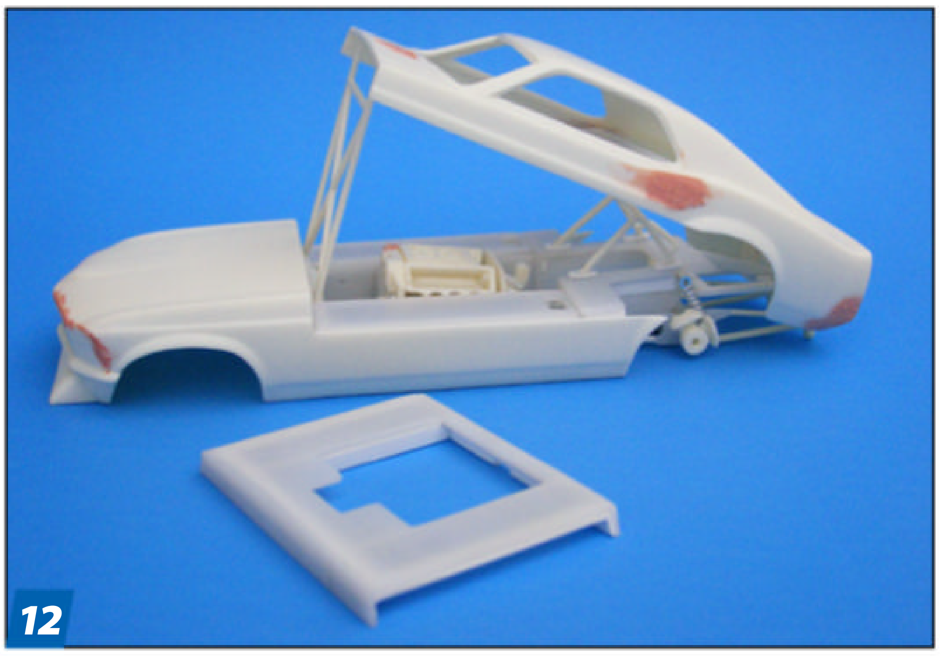
10

The central and rear stiffening panels will lay flat when the top section of the car is lowered. Openings in the pontoon tops between the central and rear panels allowed air entering the hollow pontoons to escape over the rear paneling.



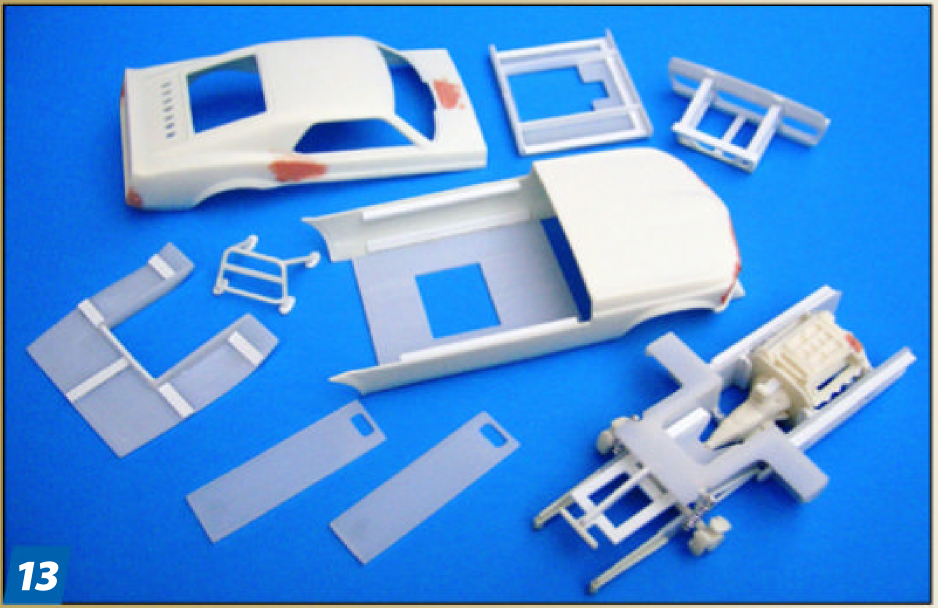
11

I had to make sure the roll bar didn't interfere with the rear window. Modular construction allows for continuous adjustments before paint and final assembly. Beware: Painting will add thickness to every part. You can test-fit for this by wrapping electrical tape at panel junctions.



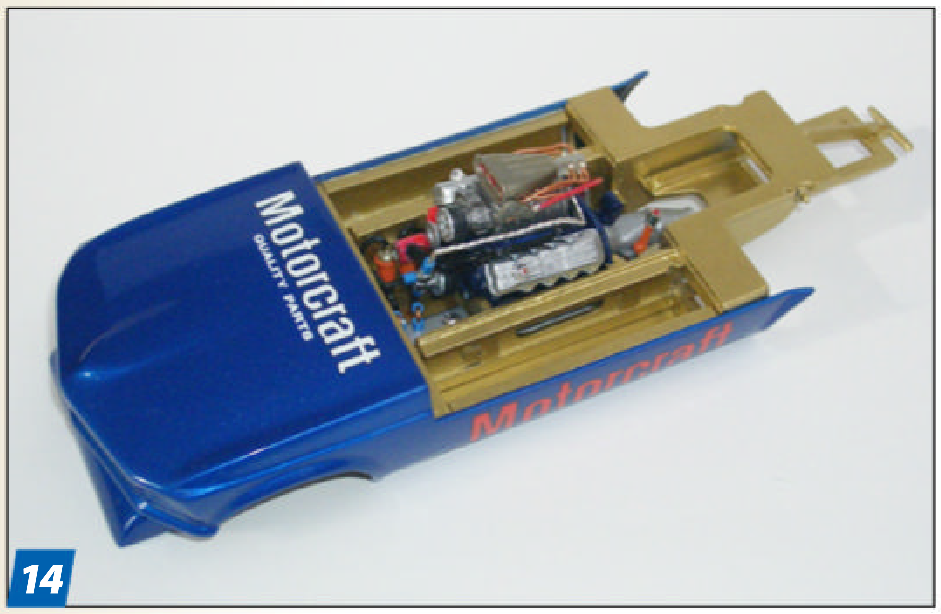
12

Finally, all the modules are pressed in place or held with lengths of thin masking tape. A last inspection shows the fit of the upper body and axle location in relation to the ground to determine final stance. It all looks good, so it's time to mix the paint and start detailing!



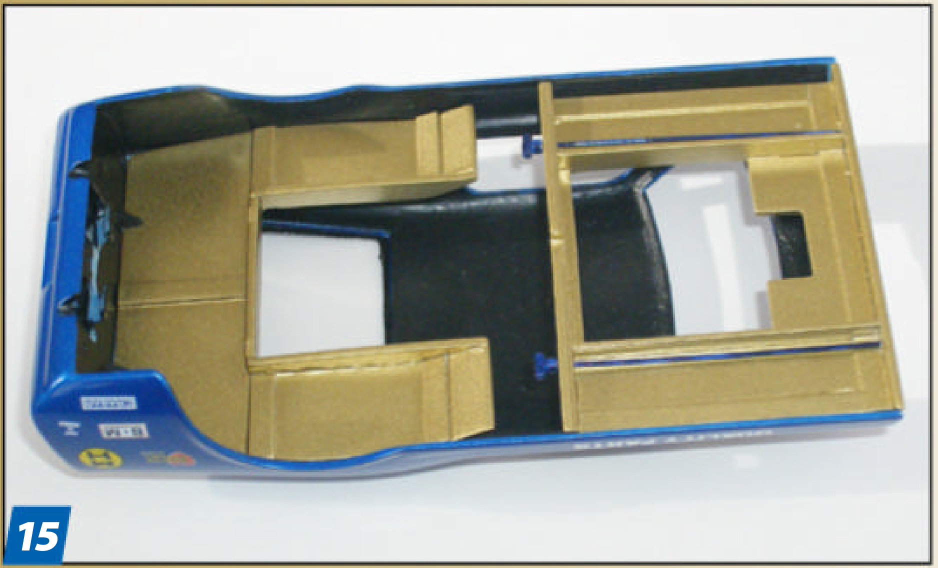
13

Everything gets a coat of primer before a coat of paint. I pulled all the modules apart and decided on my colors. Testors Deja Blue lacquer (OOP) and Wet Look Clear will color the body. Tamiya Titanium Gold (No. TS-87) and various Alclad II metallic lacquers will impart a true vintage feel to the Mustang.



14

When assembling the modules, I used clear canopy glue — easy cleanup with water and less chance of marring paint. Modular fabrication also allows easy access to small spaces: the oil filter, gas pumps, fuel cell, and other details were relatively easy to place after detail painting.



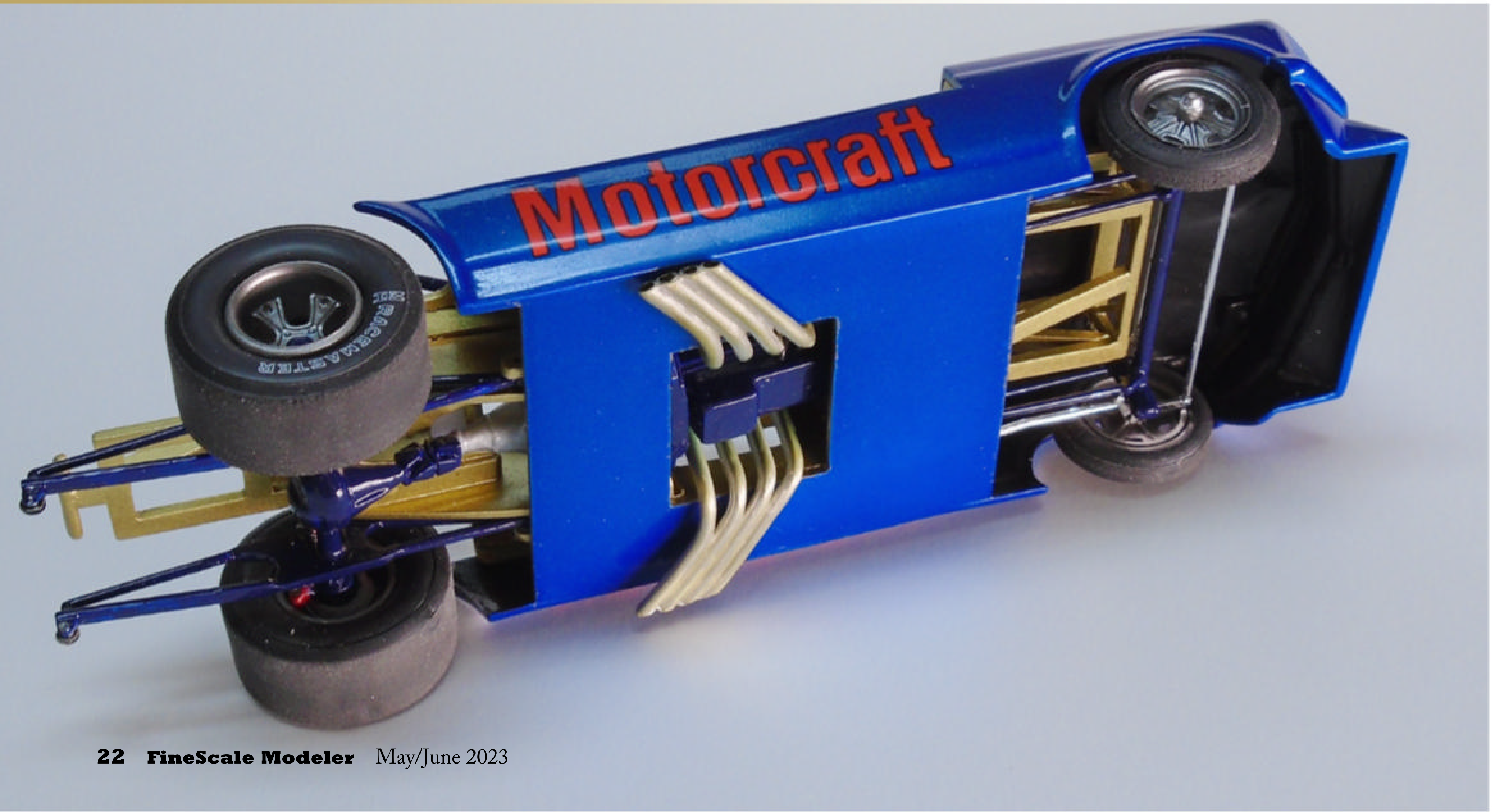
15

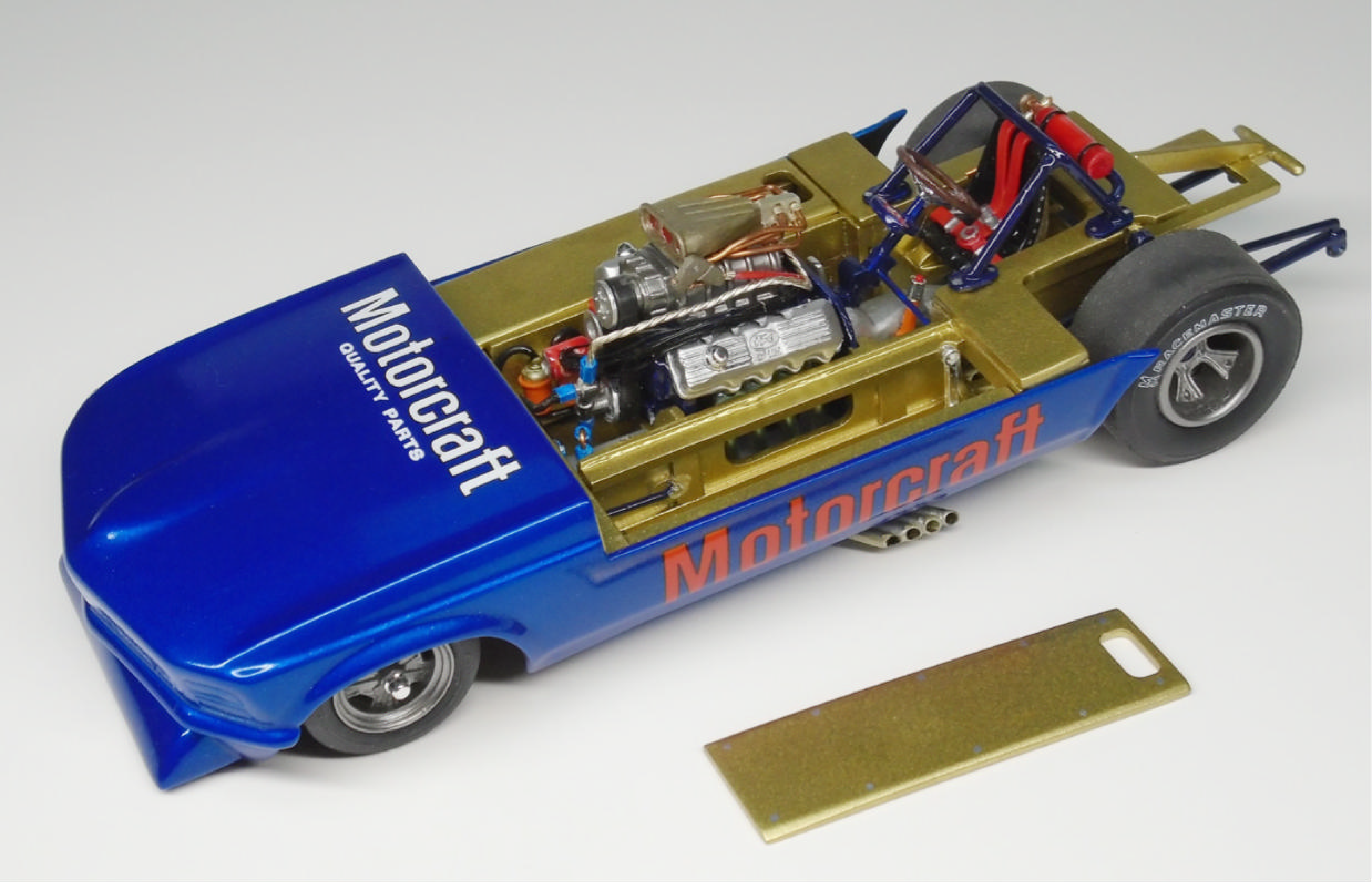
After detailing the upper body interior, the painted panels were secured, at last, along with the kit's windows which drop in from the outside. All that was left to finish were the seat, steering wheel, headers, and wheels and tires.

FINAL THOUGHTS

I CHOSE TO REPRESENT an imaginary factory sponsored experimental racer, which was obviously easier than trying to reproduce the Mickey Thompson Third Mustang livery and contingencies. Alclad II lacquers color the 427 SOHC, roll bar and fire bottle, donor kit seat, steering column and box, dash, levers, pedals, and linkages. Alclad II Magnesium (No. ALC 111) was perfect for the vintage mags. I mounted the headers last. The tubular structure of the front end allowed me to construct the axle, coil overs, and steering rods while adjusting for ride height.

It's fun to hear other modelers wonder why they haven't seen this kit before. Is it plastic or resin? The point is that with some forethought, styrene, donor kits, and research, you can use modular building to create your very own Third Mustang, or another favorite car that hasn't been released in a kit. **FSM**

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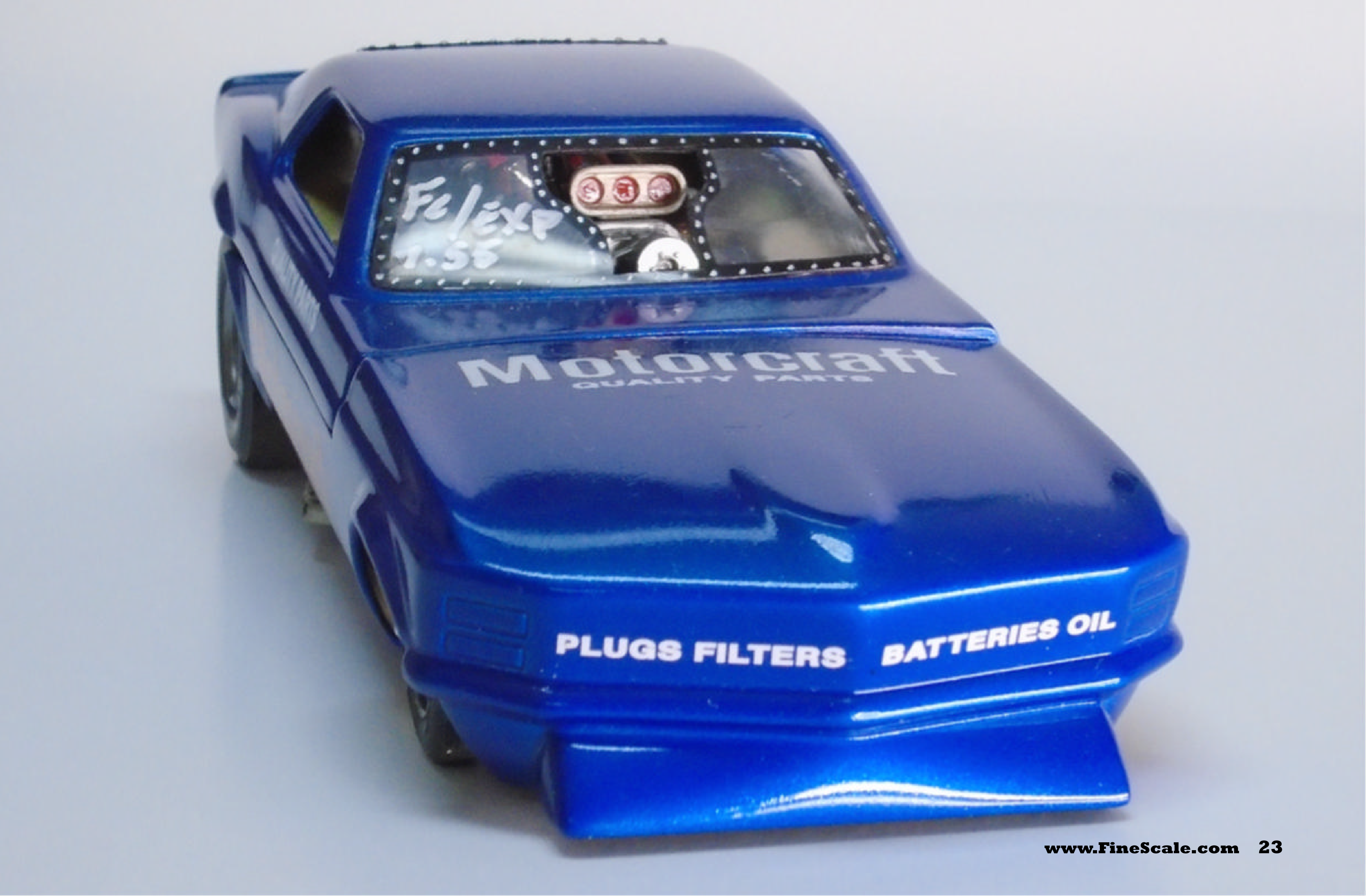
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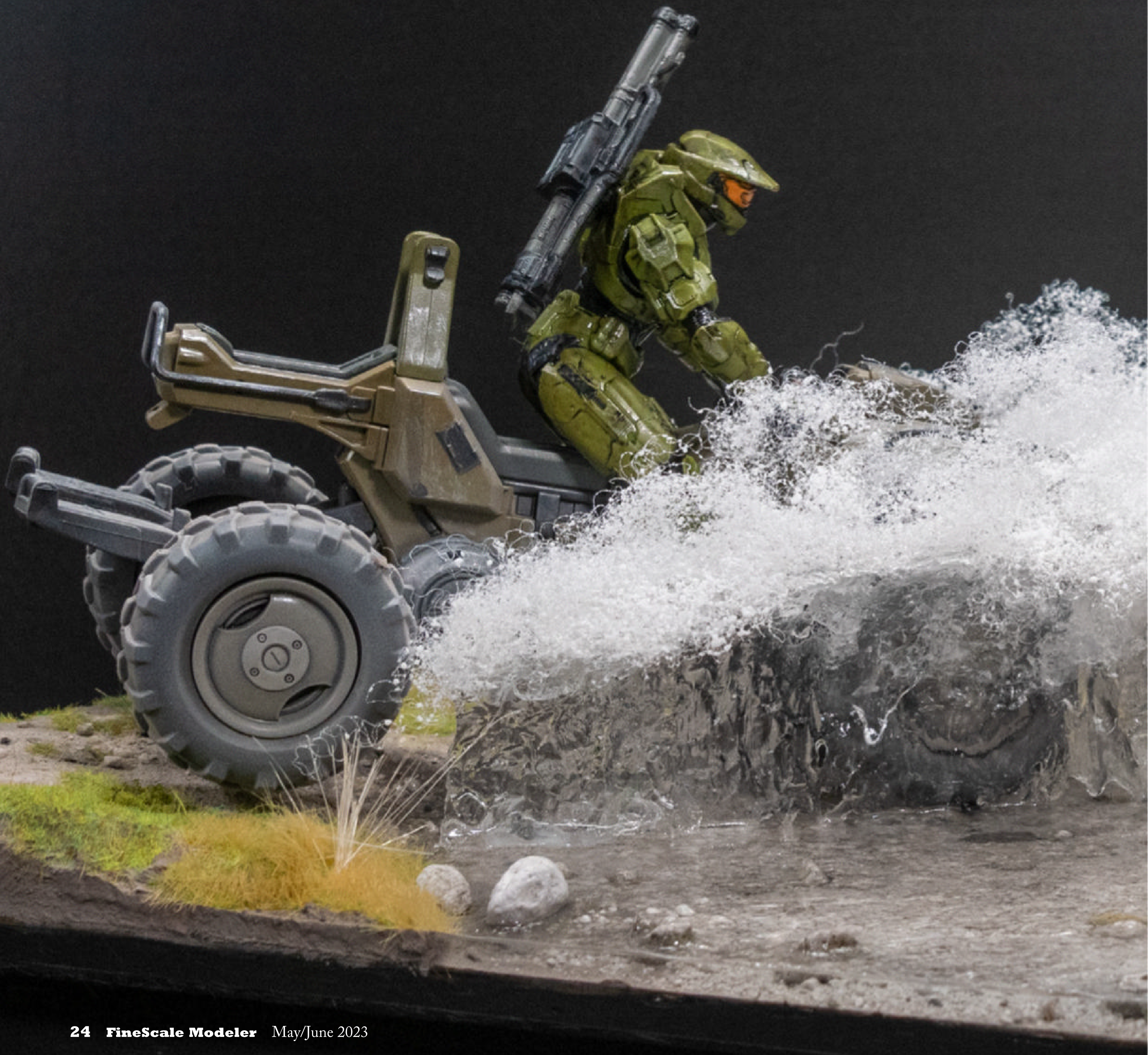
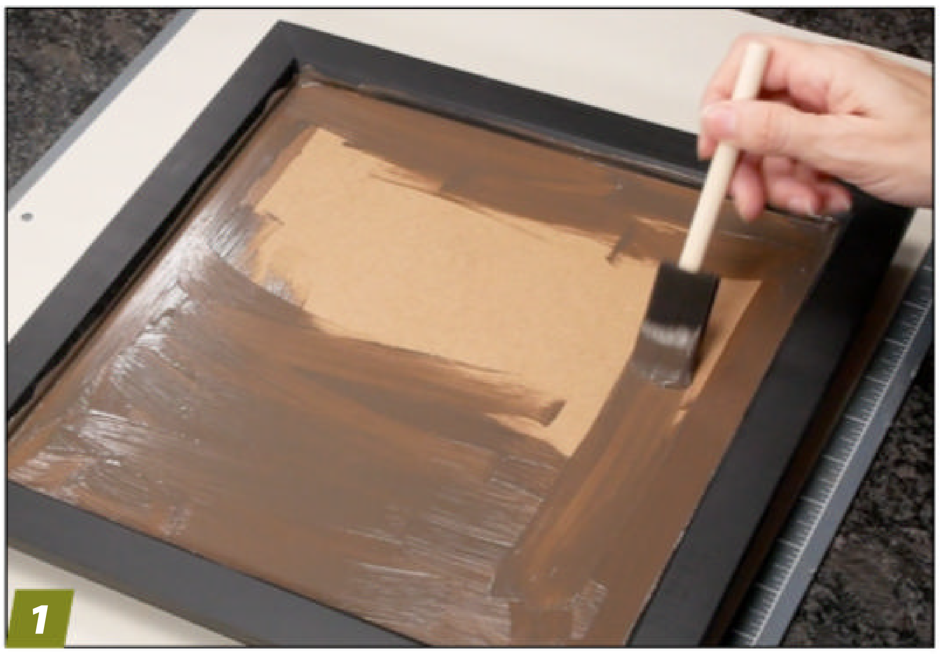
Modeling a WATER SPLASH

Simple elements add motion to a diorama

BY KATHY MILLATT



I love the scenery in the video game *Halo Infinite;* it is reminiscent of the Pacific Northwest with loads of small streams and rivers to plow through. After getting my hands on a Jazwares Mongoose quadbike, one of the game's drivable vehicles, I envisioned a scene of it forging through one of these numerous waterways. It seemed like a good opportunity to model a large splash. I also wanted to leave the Mongoose removable to be able to use it in other dioramas.



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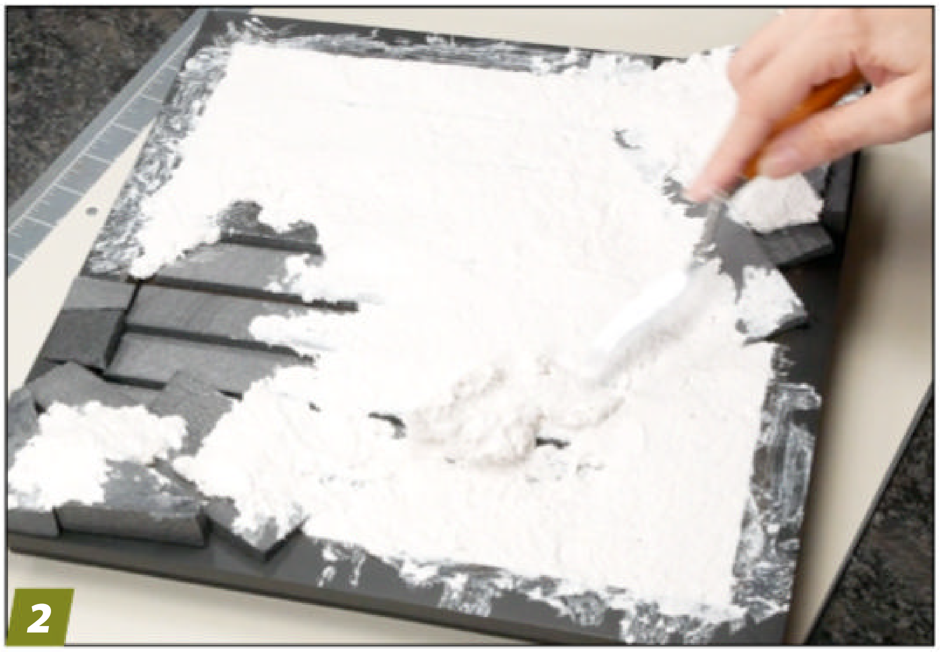
I love using picture frames as bases because the edges provide a smart finish. I take the glass out and move the backing hardboard to the top. To prevent the backing from warping, I seal it with a mix of equal parts matte Mod Podge and brown acrylic paint.



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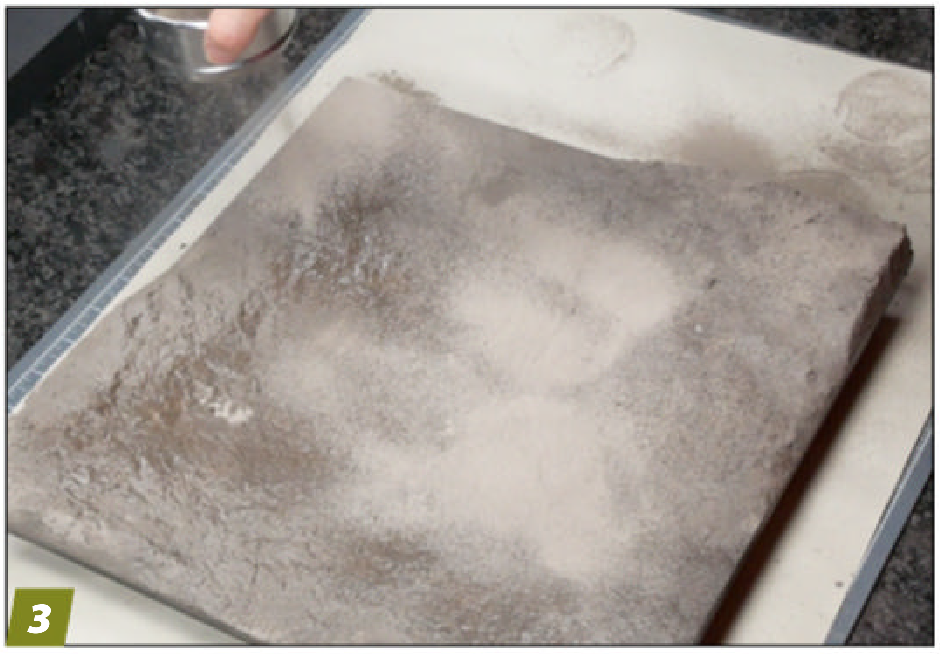
I made basic groundwork using offcuts of foam covered with Sculptamold, making a streambed in the middle with banks on either side. The river will be resin so the sides near the edge need to be vertical and allow a dam to fit against the edge during pouring and curing.



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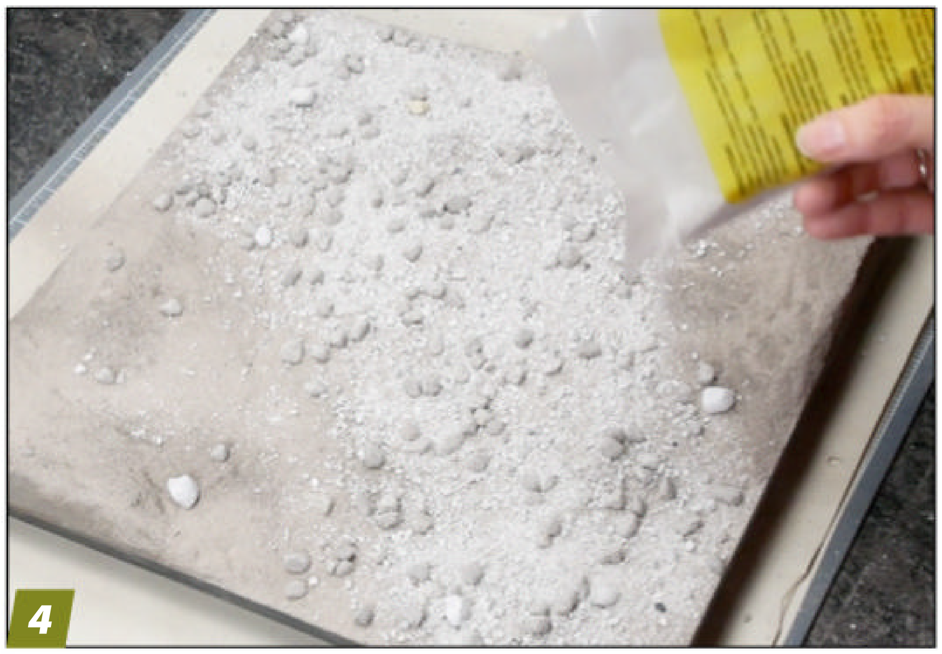
I painted the Sculptamold raw umber. For soil, I used walnut-colored tile grout to match the terrain in the game. Dry tile grout is too fine on its own for glue to penetrate, a problem I solve by mixing in about 1 part silver sand (used in gardening) to 2 parts powder to loosen it.



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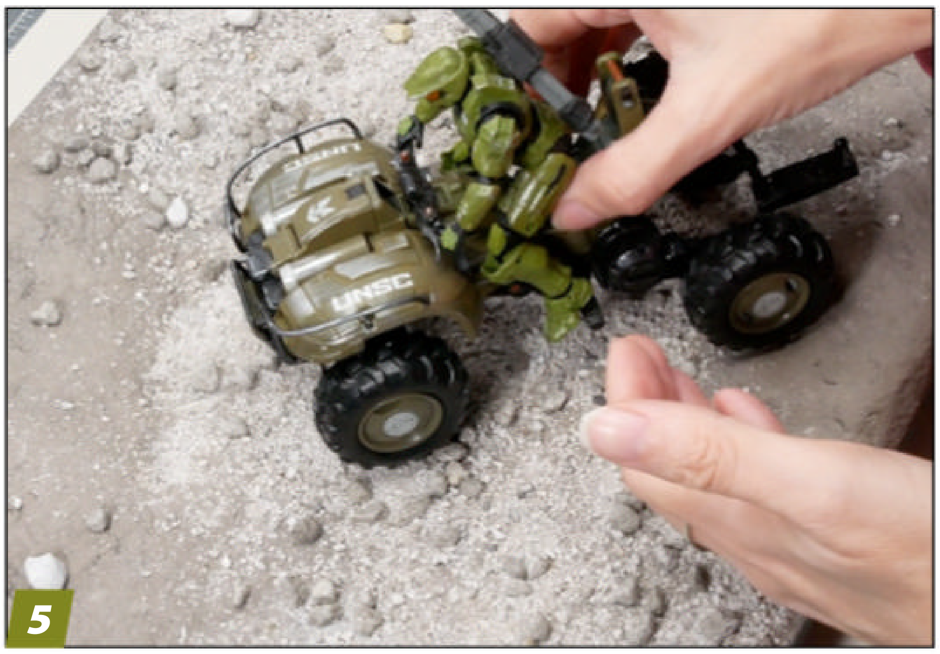
I added Woodland Scenics natural talus to the riverbed. To attach the grout and talus, I spray the area with a mix of isopropyl alcohol and water followed by a mix of 1 part matte Mod Podge and 5 parts water. Finally, I secure large rocks with a stronger mix of white glue and water.



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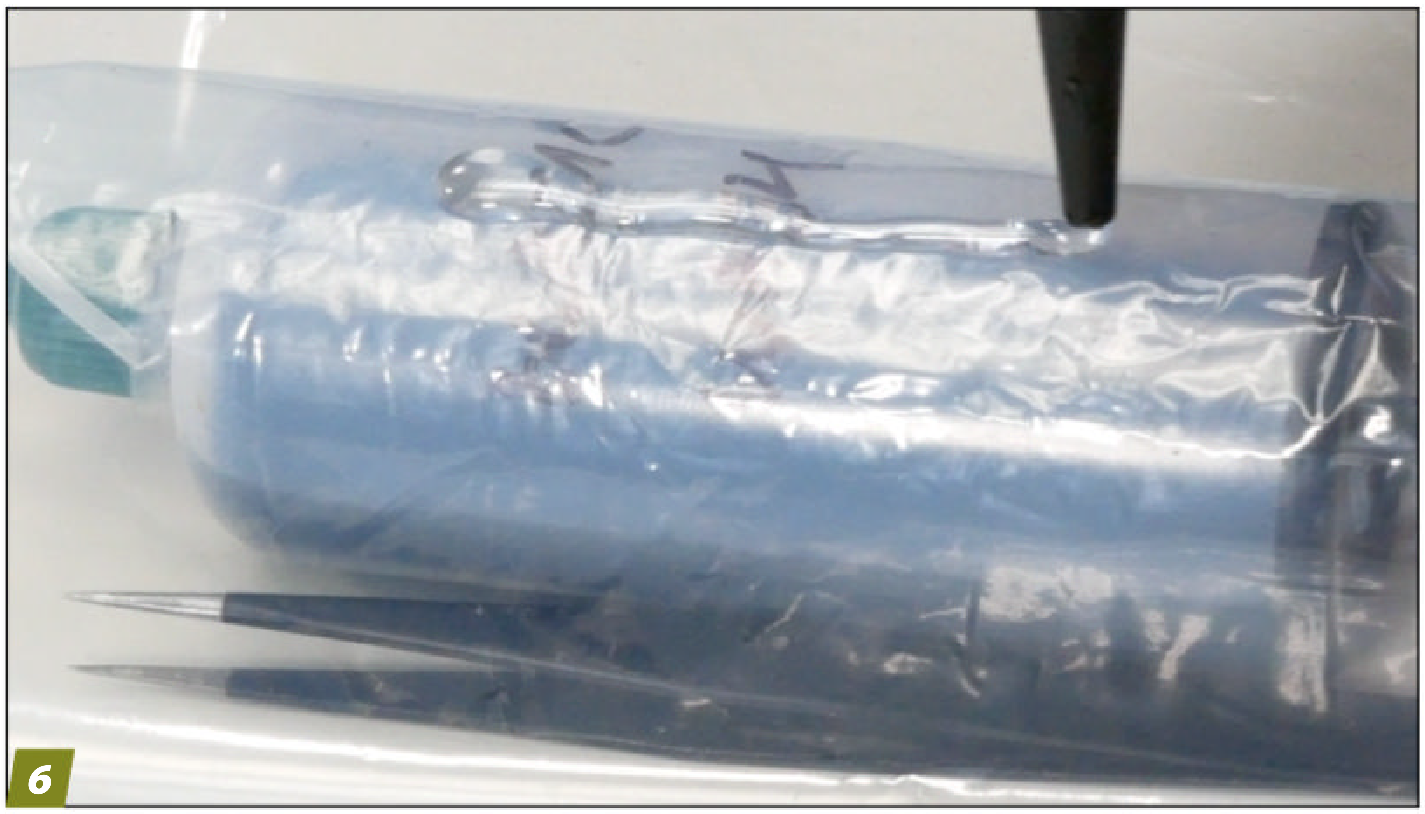
After looking at photos of quad bikes driving into water, I decided the splash needed two sides with a lower splash and a slightly taller front splash. This will create a three sided box that I can roll the Mongoose in and out of.

After placing plastic sandwich bags over a bottle that matched the curve of the splashes I wanted, I dribbled on ultraviolet-curing (UV) resin. It is thick but will run, so it is best to do this in multiple layers.



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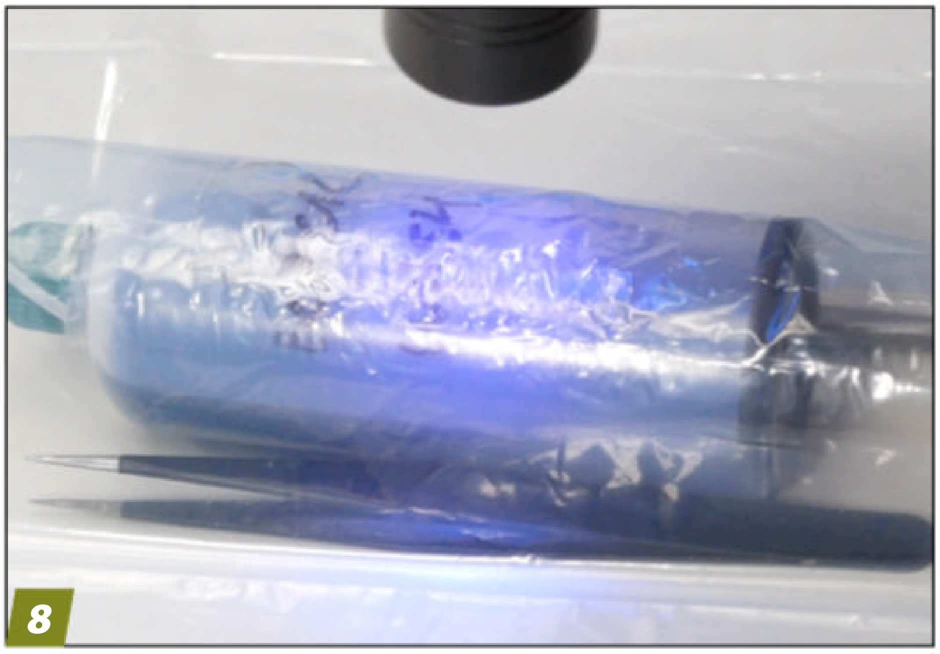
Using a toothpick, I spread the resin and textured it with streaks and waves before curing.



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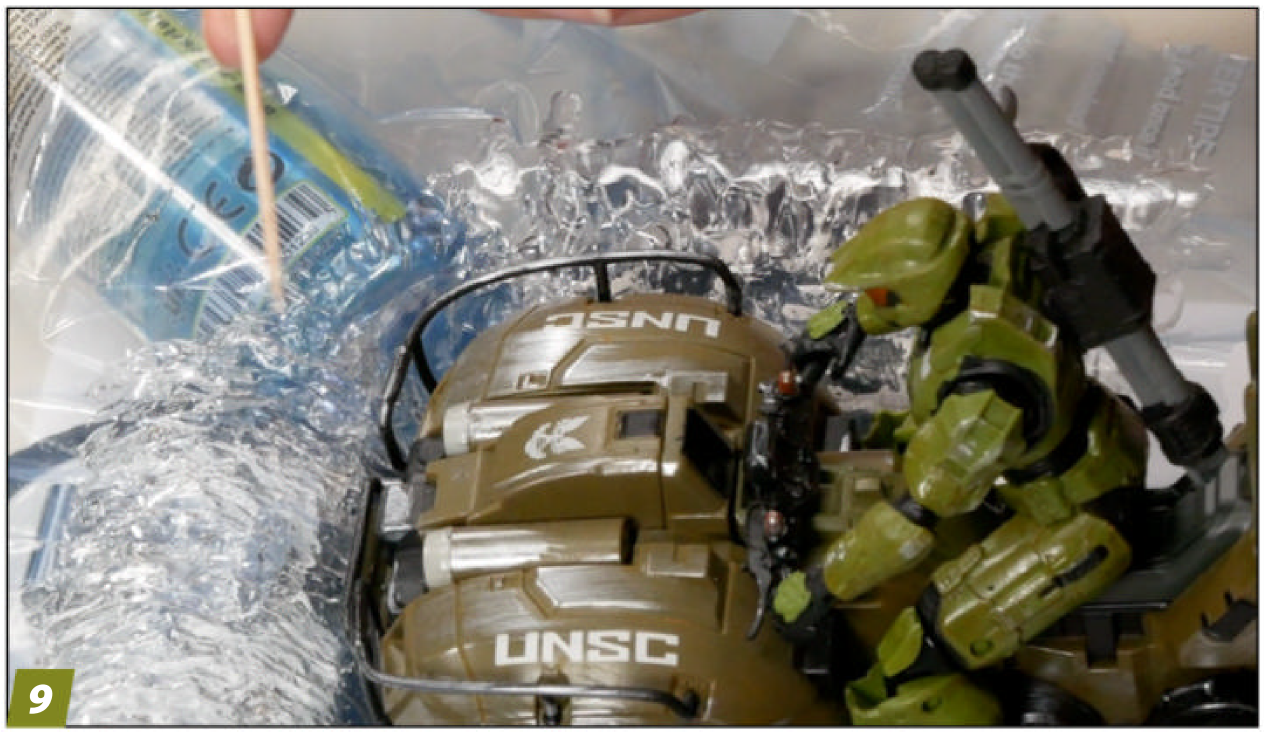
A UV light will set the resin quickly, I use my 3D-printer's UV curing chamber to ensure everything is fully cured. I applied three to four layers on each piece. As a bonus, the heat of the curing resin wrinkled the plastic bags and added to the water effect.



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Once the three splashes were cured, I placed them around the Mongoose and joined them using more UV resin. The same bottle served as a support during this process.

Working with UV resin

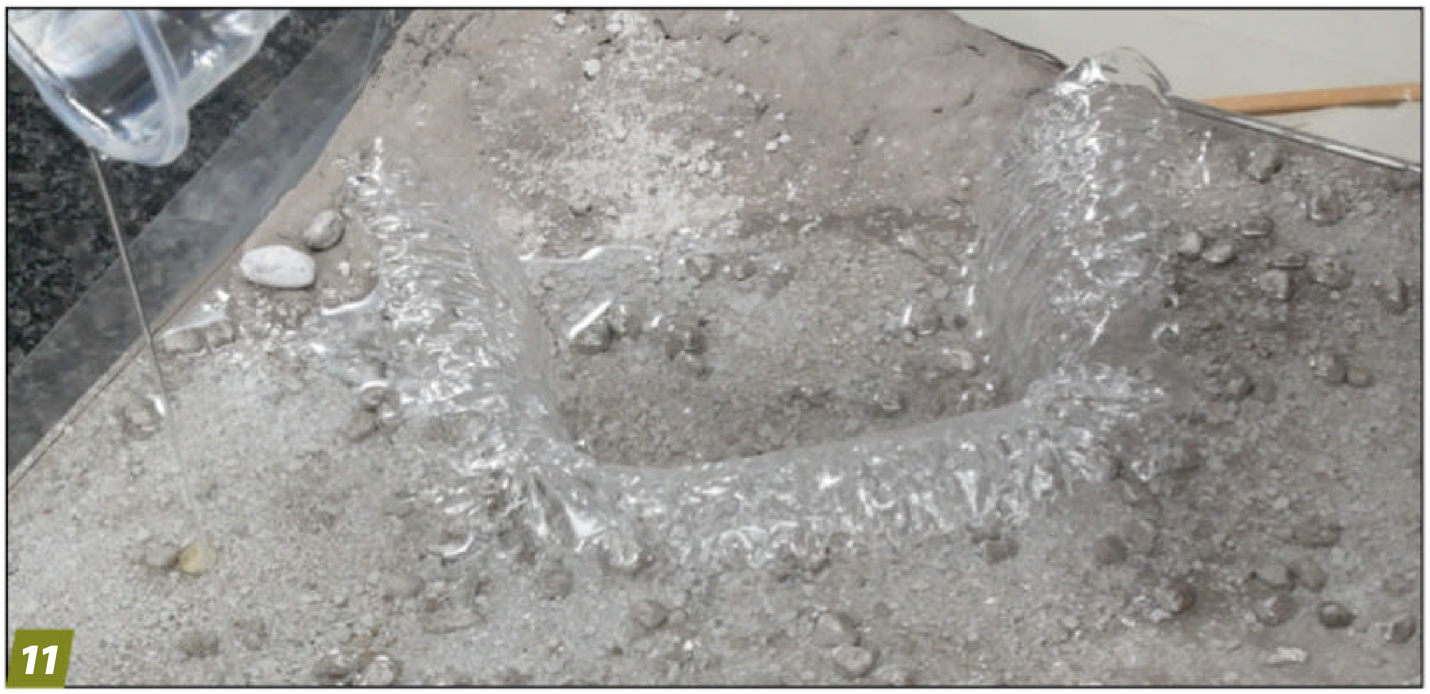
I EMPLOY ultraviolet-cured or UV resin for many of my projects because it's easy use. For the Mongoose diorama, it was Green Stuff World's resin, but I have also used UV-resin for jewelry-making with equal success.

It is possible to use 3D-printer resin, but many of the clear ones yellow as they cure; modeling and jewelry resins tend to stay clear. You will also need a UV flashlight or a UV-curing chamber sold for 3D printing.

Wear gloves when handling and working with UV resin because the liquid is toxic and produces heat and fumes as it cures. Tools can be cleaned with isopropyl alcohol.

10

For the river, I used EpoxyPlast, a deep pour resin; it does not bubble or react with scenery. The downside is it takes 72 hours to cure. I added a drop of blue epoxy resin tint for a little color, but the rivers are mostly clear in the game so not much is needed.



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I attached thin acetate to dam the river at the edge of the groundwork with UV resin. The same stuff glued the water splash in place, so it stayed put as the resin was poured into the base. After pouring the resin, I covered the base and set it aside to cure for three days.

12

Resin will creep up the side of the dams around the edges; I trimmed off this meniscus with a sharp knife after the resin had cured and the acetate removed.

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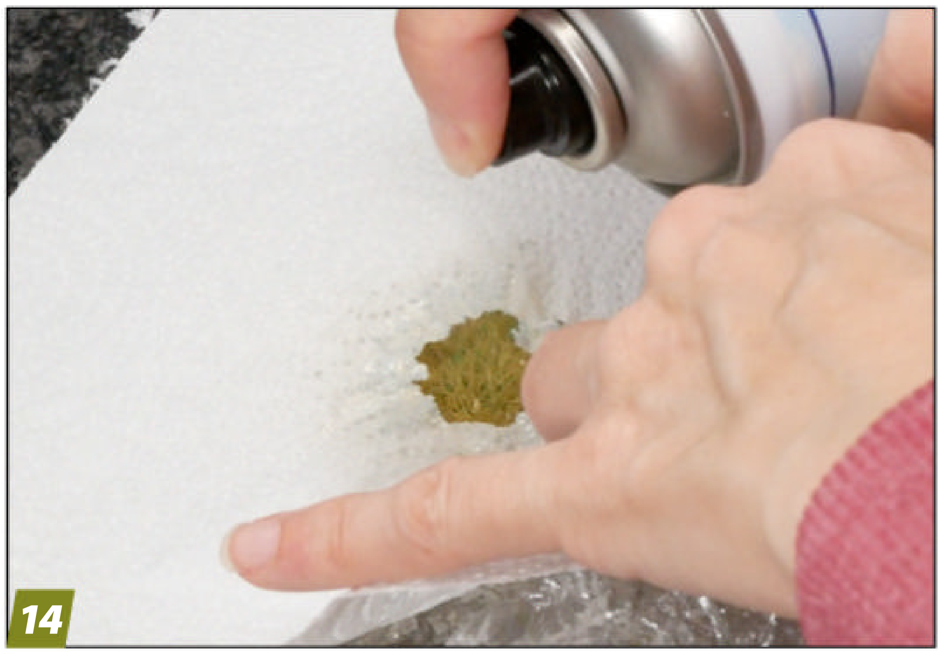
13

Next came foliage on the riverbanks. I started by sprinkling a mix of burnt and green static grass over scenic cement using the Noch Gras-Master to produce 2-4mm of cover. I removed excess static grass using a vacuum cleaner with pantyhose over the end to collect it for reuse later.



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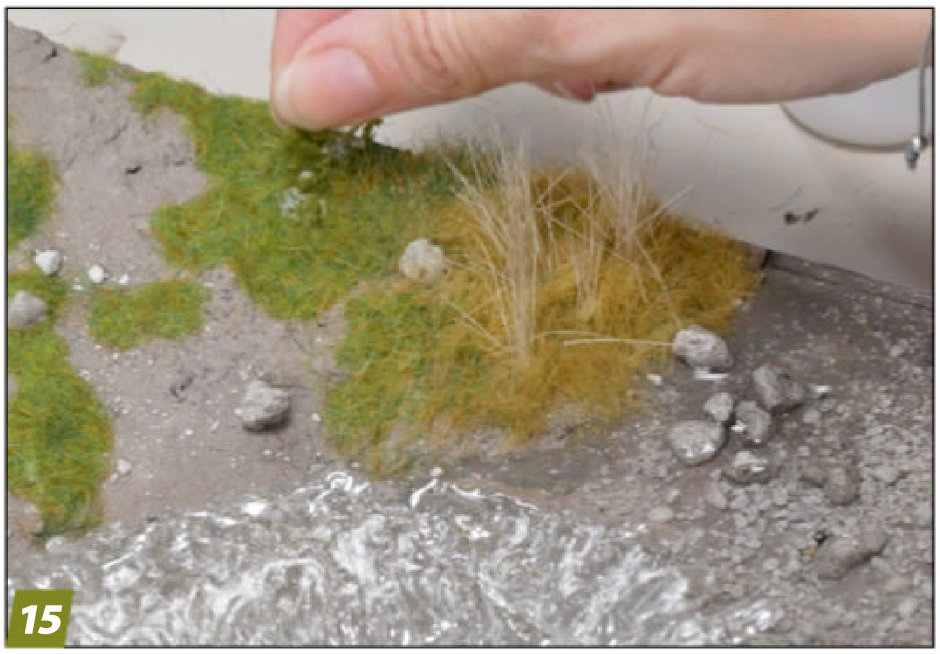
To add longer tufts, I cut a hole in a paper towel and sprayed static grass layering glue (thin white glue will work) through it. After removing the paper towel, I attached 6mm dead straw grass strands.



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Finally, I added reeds from Busch and some broad-leaf weeds using clumps of Woodland Scenics coarse ground foam.

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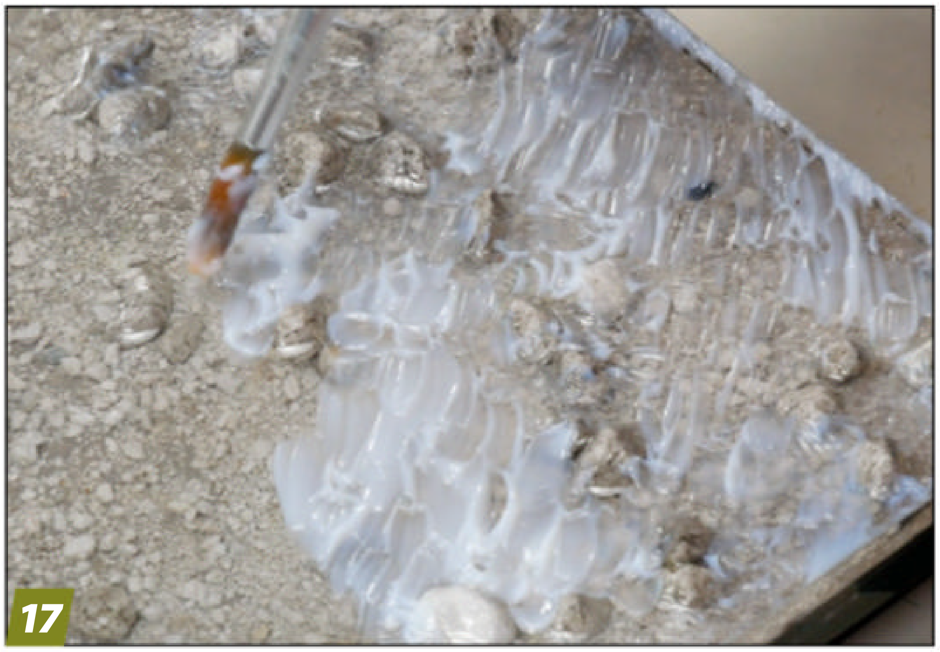
For realism, the grass needs to be dulled down. The tile grout mix is excellent for this and will also bed the grass into the earth. A quick spray with isopropyl alcohol and water will set it, and I cleaned up the resin water with a cotton bud and water.



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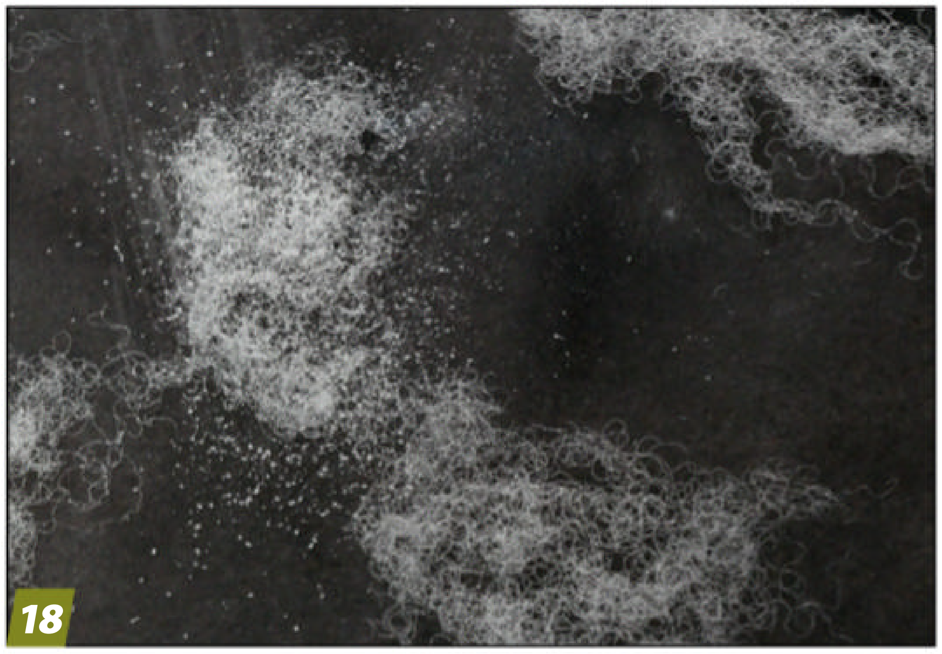
Using Green Stuff World splash gel, I added ripples to the surface of the river and showed the impact of spray falling around the splash.



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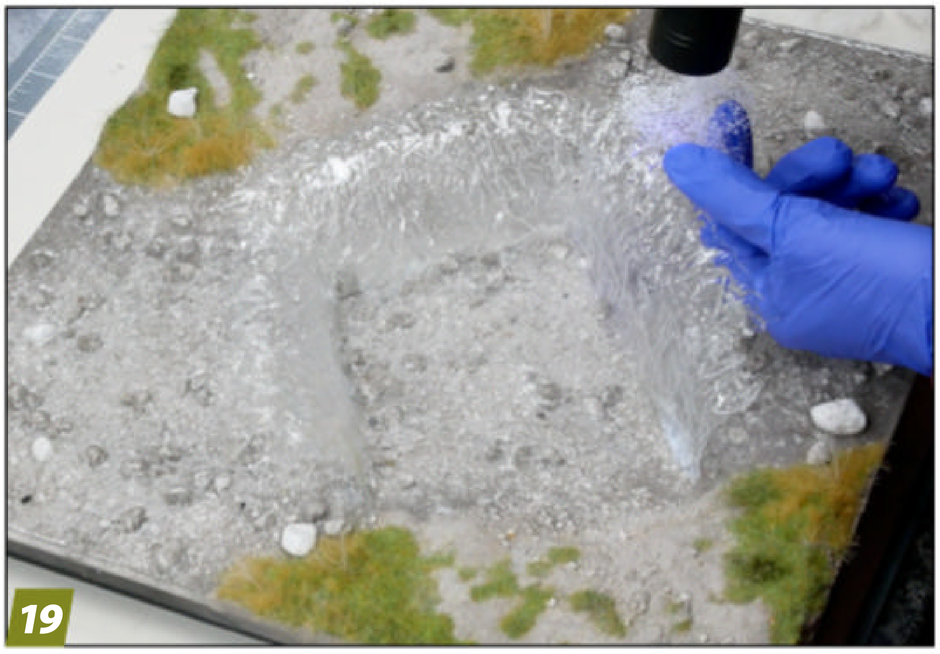
For fine spray, I teased white polyfill cushion stuffing and sprayed it with a mix of equal parts Noch Landscaping Glue and water. This dries slightly glossy, perfect for water. Then, I sprinkled on Woodland Scenics fine snow and drenched the pieces with glue.



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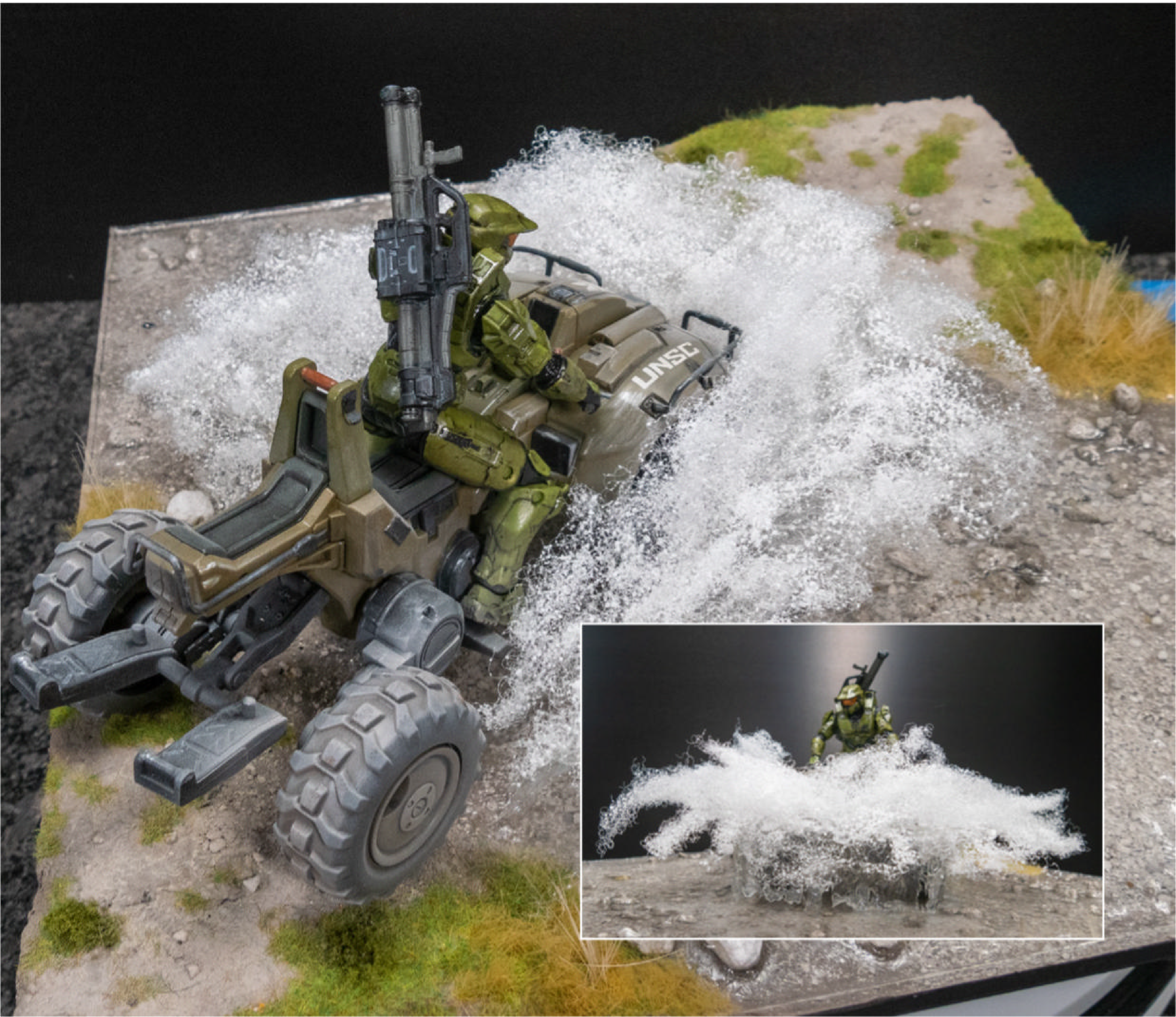
I attached the polyfill spray to the top of the splashes with UV resin, gradually building it up on layer to produce the effect I wanted.

20

I added minimal weathering to the Mongoose, flowing a simple dark enamel wash into recesses and a lighter wash on flat surfaces like the steps.

21

I sprayed a light coat of a dust-colored paint around the quad bike's lower areas. I chose not to add any gloss varnish or water effects to the front as I may reuse the Mongoose on another diorama and the front is hidden by the splash anyway. Then all I had to do was roll it into place on the diorama and I was done. **FSM**

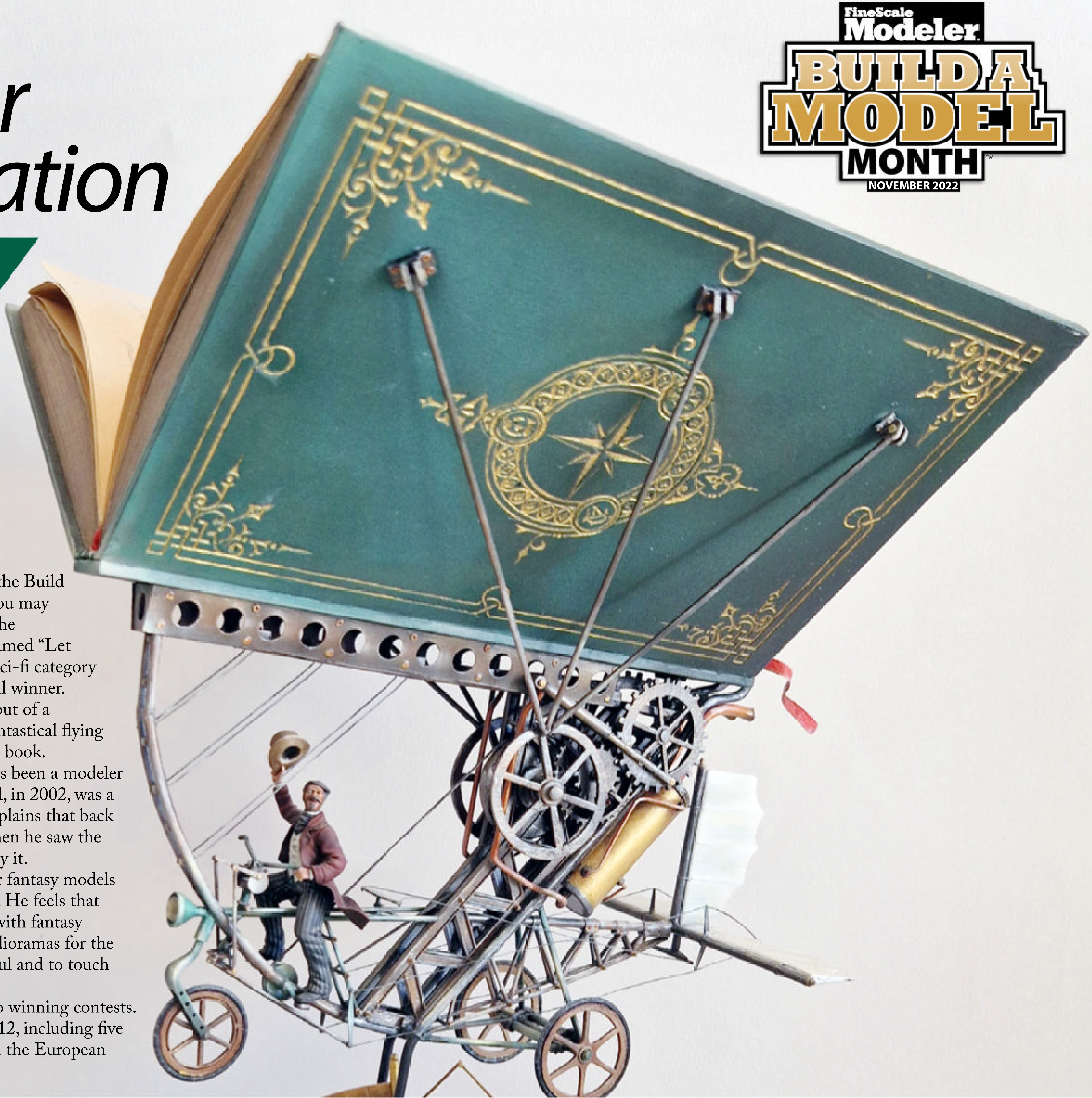


FineScale Modeler
BUILD A MODEL MONTH™
NOVEMBER 2022

Let your imagination FLY

Inaugural BAMM winner crafted by Stathis Mamais

BY KENDRA BELL



If you followed our updates from the Build a Model Month model contest you may recognize this crazy machine as the winner. Stathis Mamais's aptly named "Let your imagination fly topped the sci-fi category and was the judges' choice for the overall winner.

The model feels as though it's right out of a storybook! In a way, it is, because the fantastical flying machine supports an ornately decorated book.

Believe it or not, Stathis hasn't always been a modeler of the fantastic fantastic. His first model, in 2002, was a Heller 1/48 scale Mirage 2000C. He explains that back then, he was a big fan of aircraft and when he saw the Mirage in a store, he knew he had to buy it.

These days, Stathis has an affinity for fantasy models and busts, as well as historical dioramas. He feels that modelers have lots of creative freedom with fantasy models and busts. He enjoys historical dioramas for the themes and their ability to be meaningful and to touch hearts.

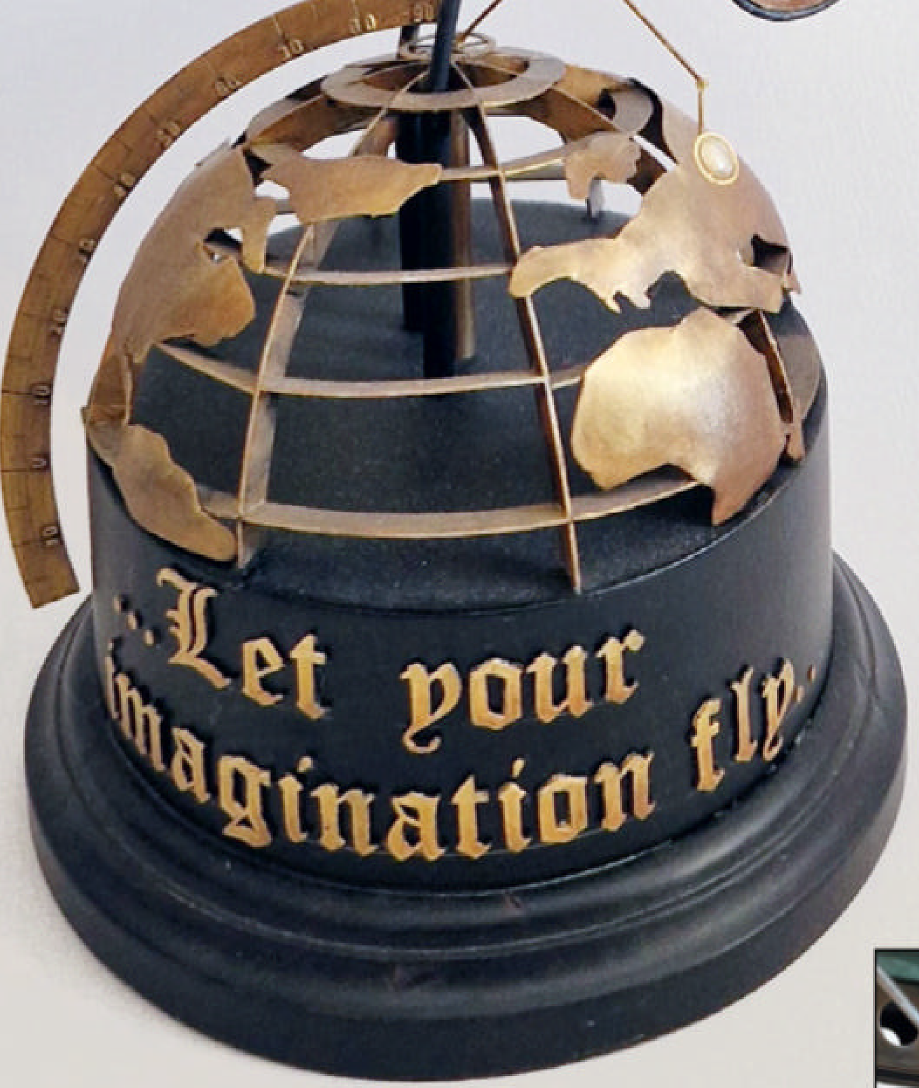
Stathis is no novice when it comes to winning contests. He has received several awards since 2012, including five gold medals for his fantasy models from the European

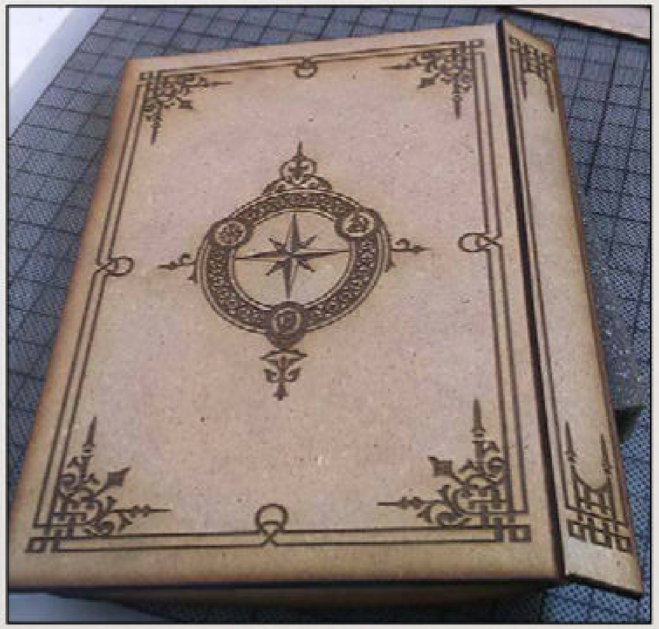
Scale Model Challenge, IPMS Greece, and Athens Miniatures Show. Also in his collection are three silver and three bronze awards for a mixture of fantasy and historical models from the 2015 IPMS Greece show.

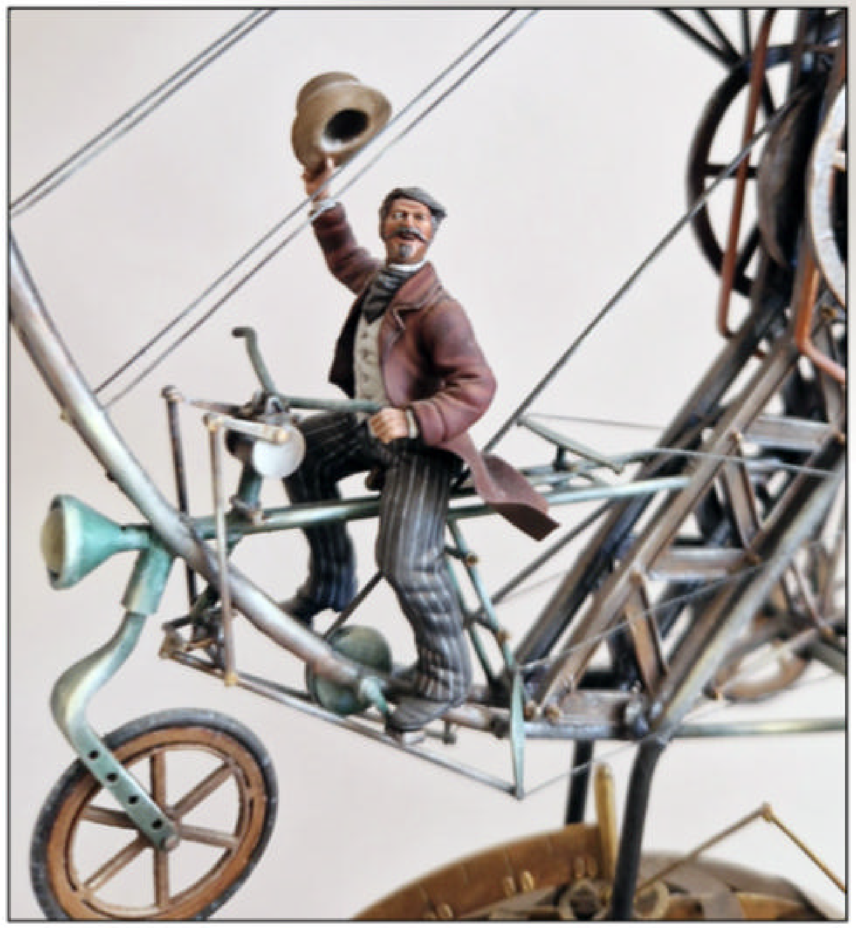
"Let your imagination fly" gained him three special prizes! Although it is not a historical diorama, Stathis feels the model has a deeper meaning that can speak to people. He says, "it's not only a model, it's also a statement, an idea that all of us can do the impossible with imagination as our weapon."

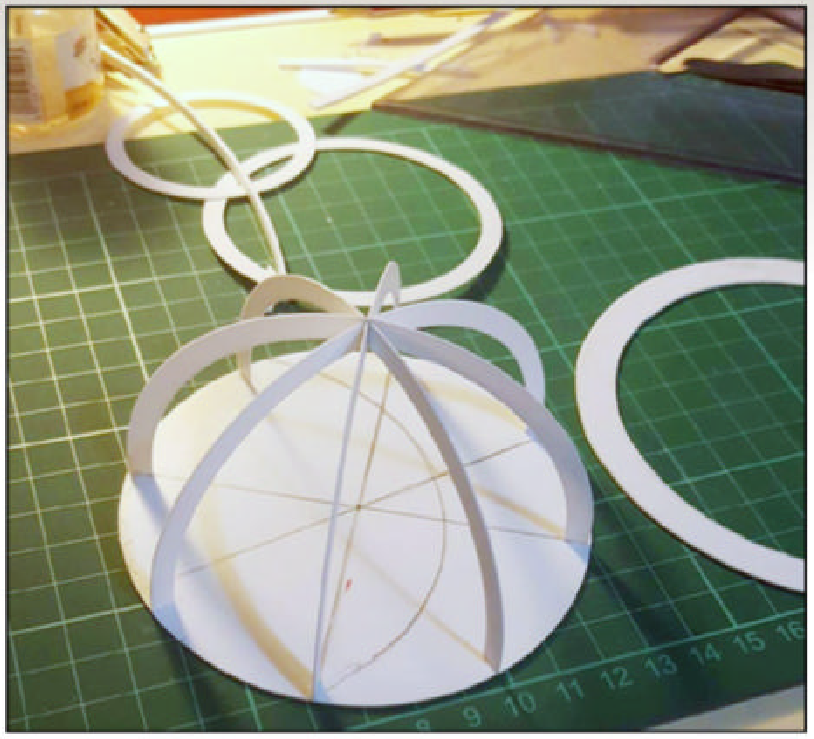
What may be most unique about this model is that you no part of it came from a kit! Stathis sculpted the figure from putty over a wire armature, and the bicycle frame from metal. The masterful creation took him a year and a half to complete.

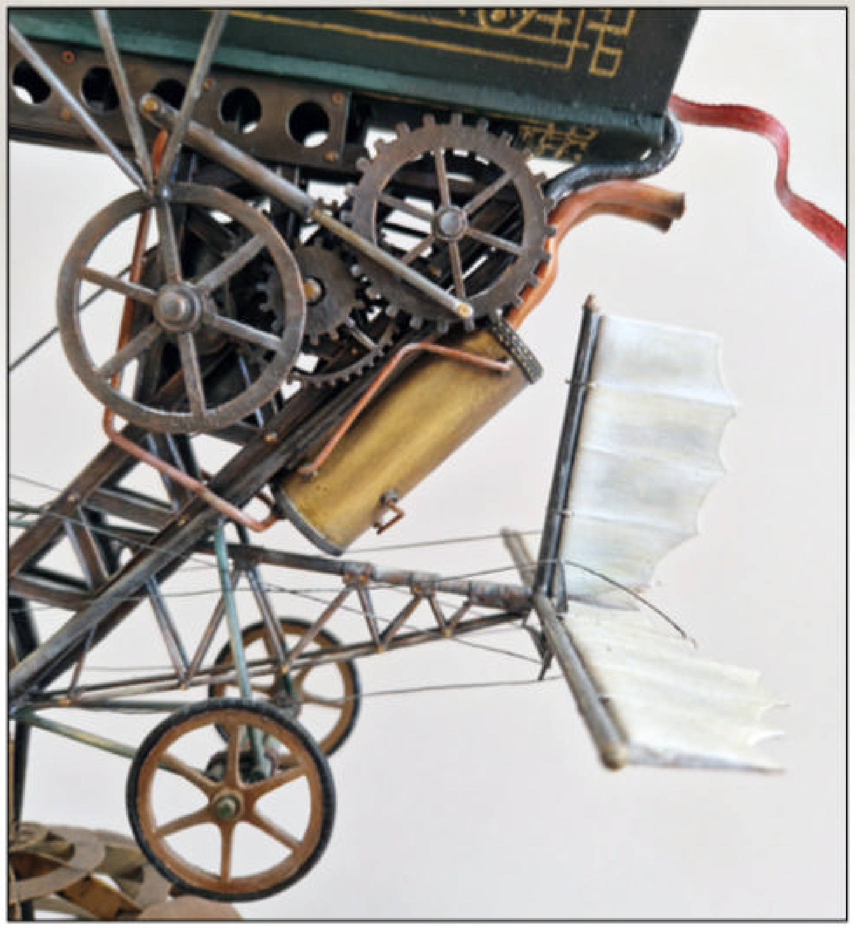
As is clear from this model, Stathis has a talent for scratchbuilding detailed vignettes. Perhaps, his job as an interior designer and architect has helped him build this skill. But no matter how he got it, it's clear Stathis Mamais is a talented and creative modeler! **FSM**




Stathis Mamais made the cover of the book from thin wood which he engraved with a laser. He crafted the pages from thick paper, painted the book with acrylic paints, and gilded the cover using oil paints.


A closer look at the machine operator, a man in pinstriped pants, a brown jacket, and white vest who raises his hat to the sky. Stathis thanks his friend Christos Panagiotopoulos who helped him build and paint the figure.


Stathis made the globe using with styrene sheet and created the continents from foil.


The gears and the wheels were built from thin wood. Stathis made the bicycle frame with metal parts that he welded together. The control surfaces were cut from styrene sheet, engraved with a pen, and folded to the required form.

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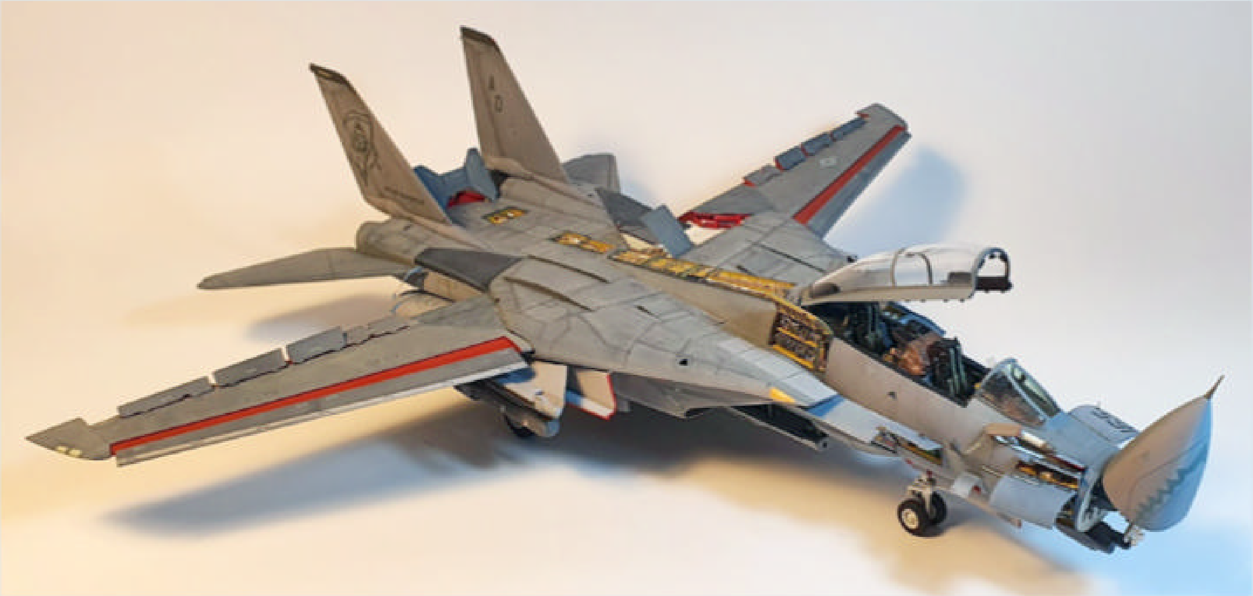
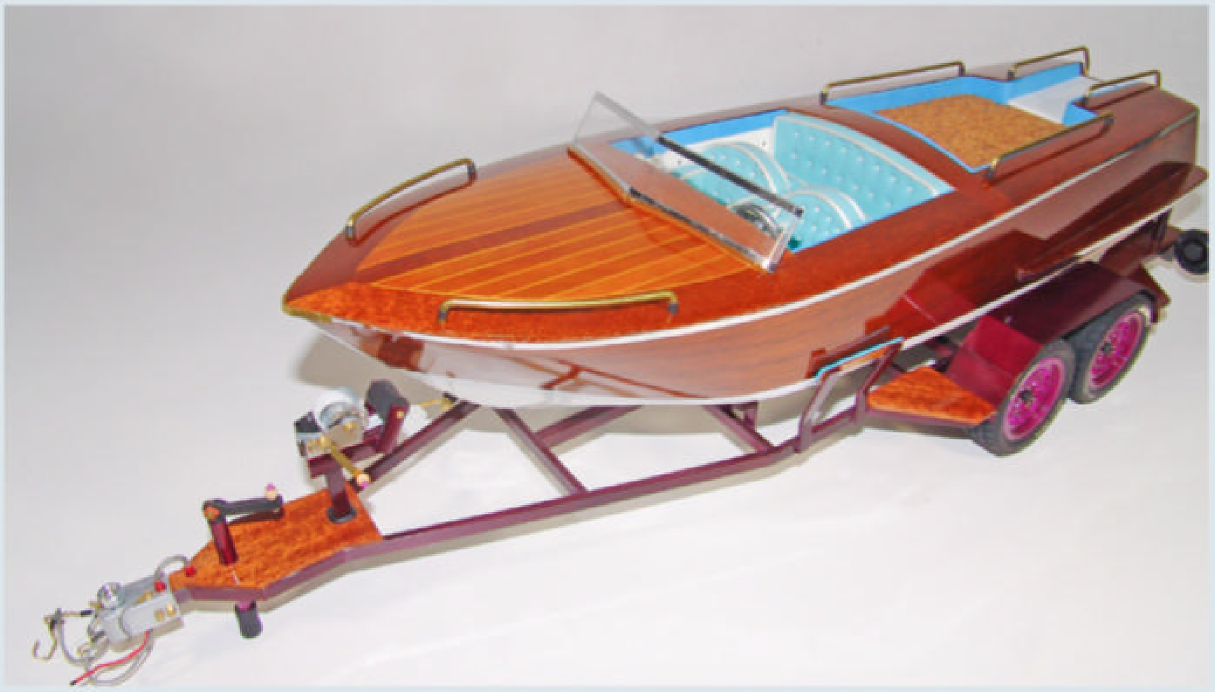
In 2022, *FineScale Modeler* launched the Build A Model Month contest. Editors Tim Kidwell and Aaron Skinner judged six categories joined by a guest judge for each. In addition, there was a People's Choice winner, and the judges came together to choose an overall winner.

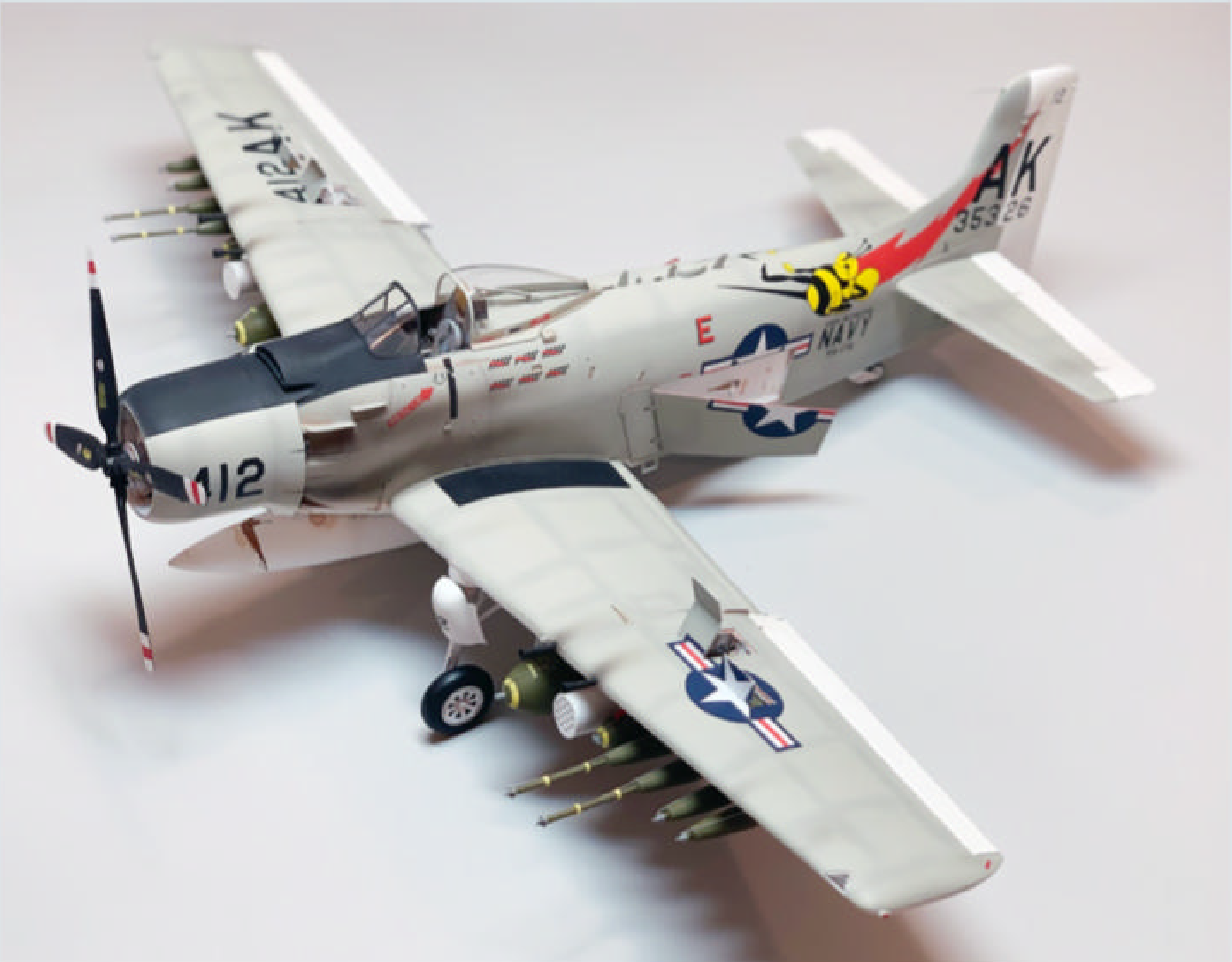


▲ **GORAN DJORDJEVIC**
MLADENOVAC, SERBIA
Goran superdetailed his category-winning Hasegawa 1/72 scale F-14D with all scratchbuilt details. He exposed the interior detailing and added a mechanism to move the wing.



◀ **DOUG WALLIN**
KELSEYVILLE, CALIFORNIA
This Ship category winner was not a kit. Doug scratchbuilt his 1/12 scale Riviera, from the wooden boat to the metal-frame trailer. This is a duplicate of an actual custom-built boat manufactured by Ferrari that Doug says he "became obsessed with building" in scale model form.

▶ **CLAY PENNINGTON**
LEE'S SUMMIT, MISSOURI
Clay built the People's Choice-winning Trumpeter 1/32 scale AD-6 Skyraider to represent a VA-176 bird from the second tour to the South China Sea aboard *U.S.S. Intrepid* in 1966.



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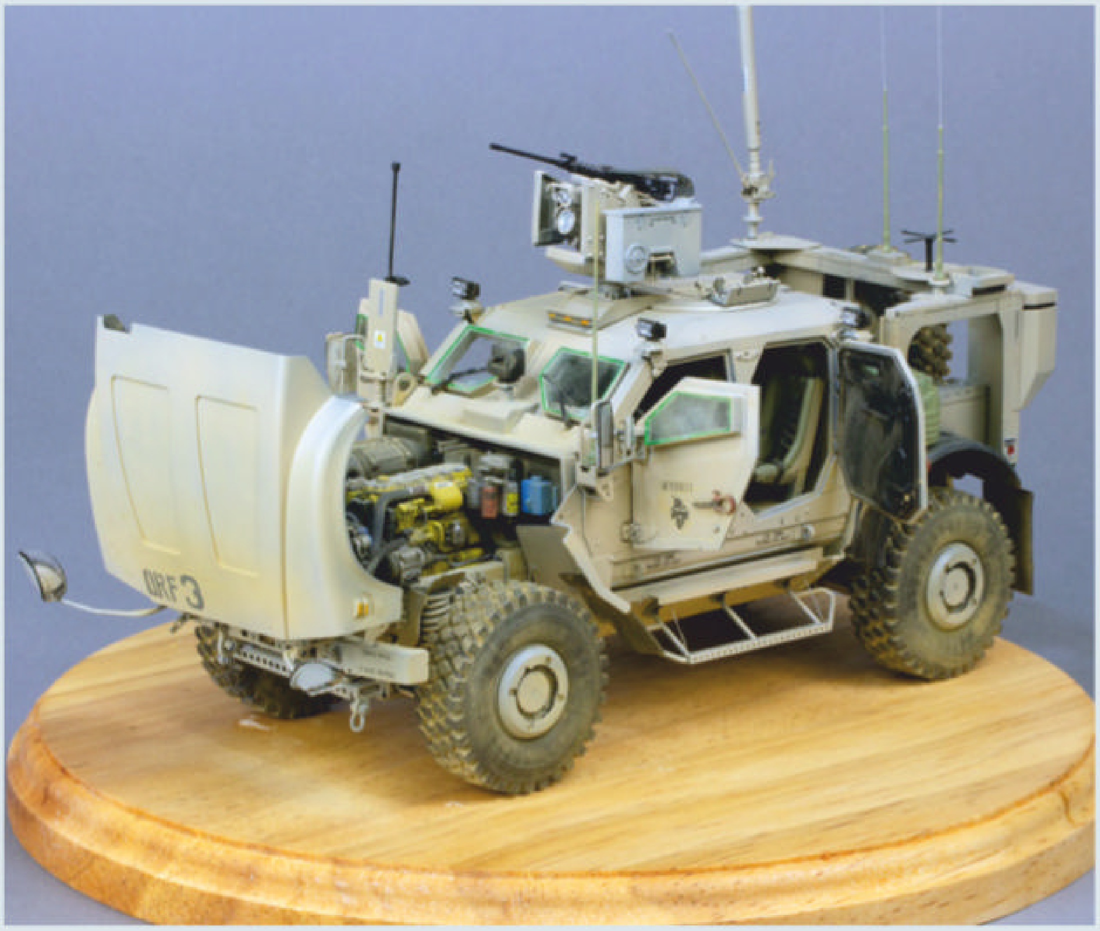
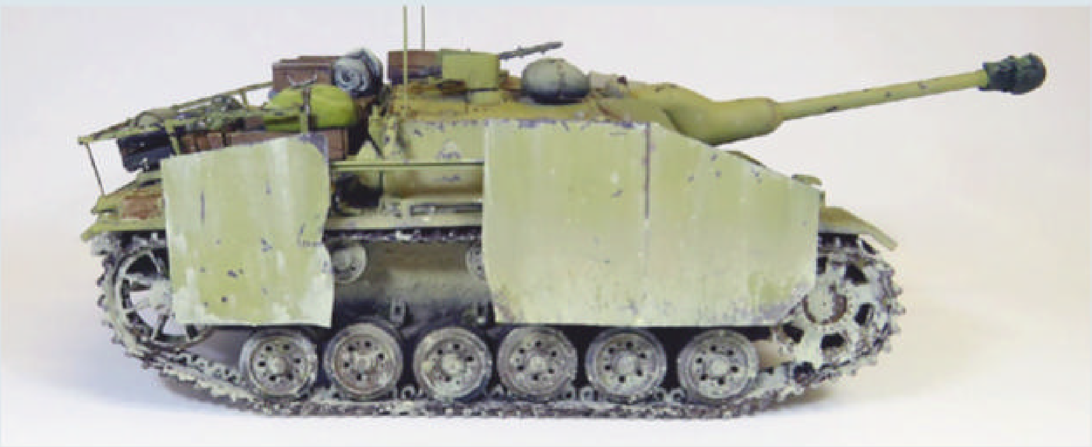
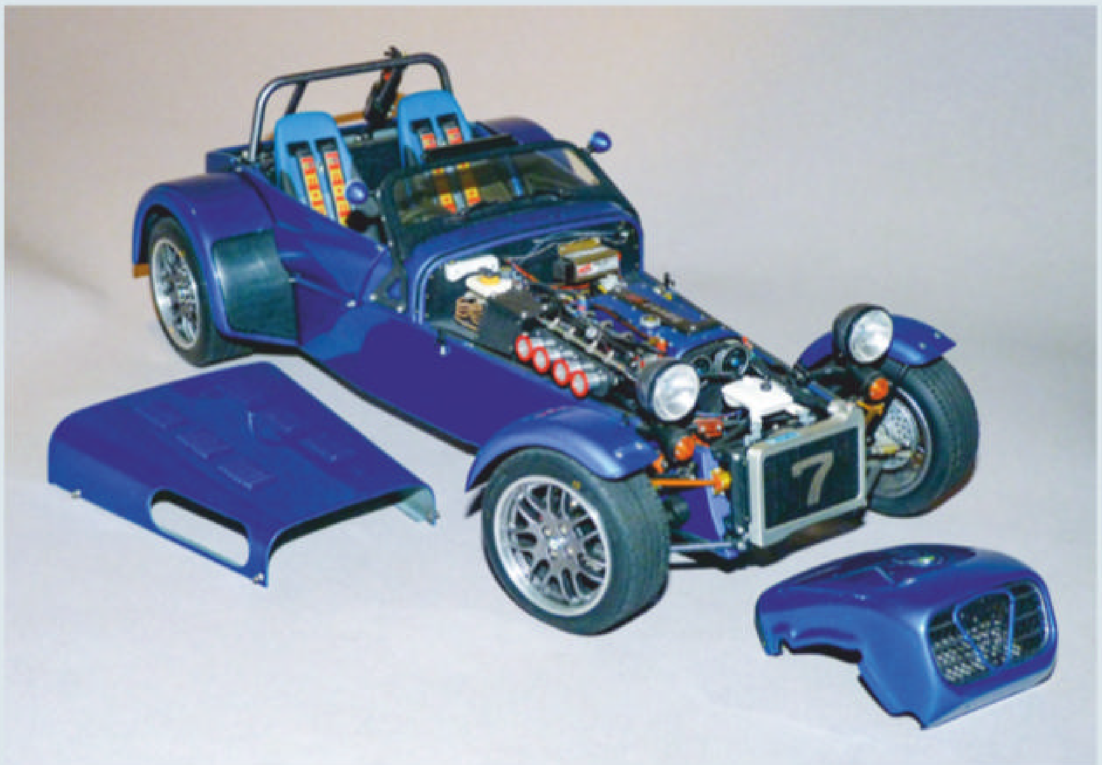
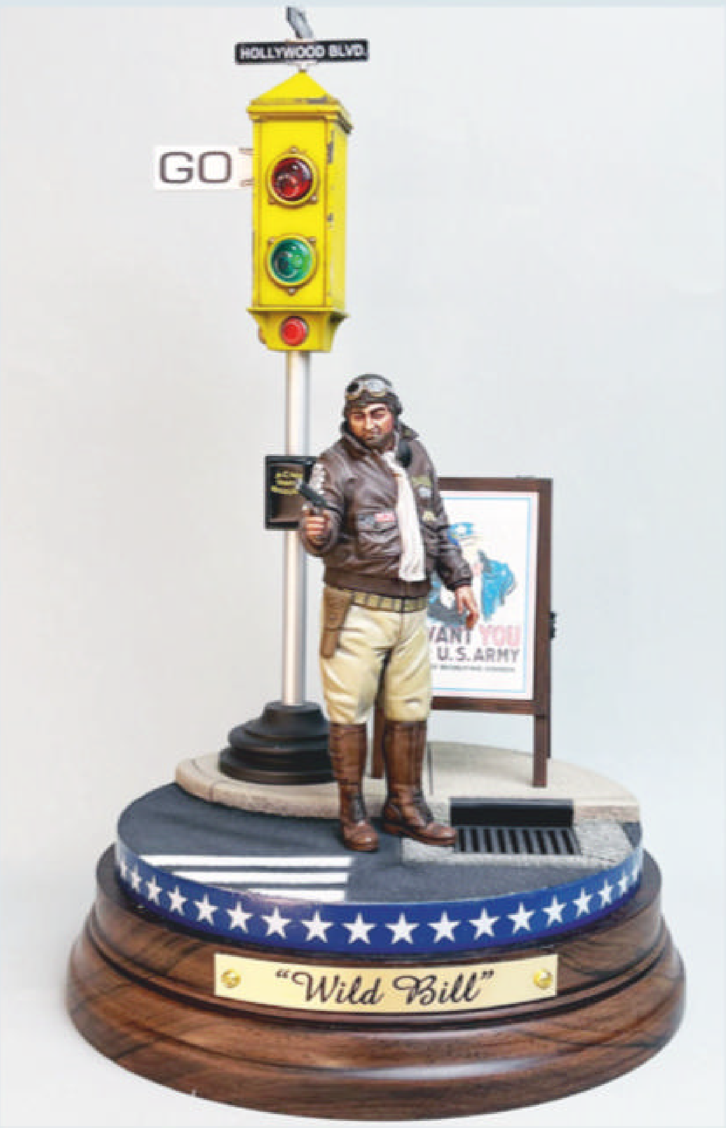
Thank you to all the 2022 BAMM Online Contest participants and voters. Thank you to Tamiya, ICM, Airfix, AK Interactive, Arma Hobby, Atlantis Models, and Carrera-Revell for donating this year's sweepstakes prizes. And thank you to the clubs and podcasts that supported BAMM.



▲ **STEVE SHAFFER**
HASTINGS, MINNESOTA
Steve's Rye Field Models 1/35 scale M1240A2 M-ATV with the CROWS II remote turret won the Armor category. He airbrushed it with MR Paint lacquers.



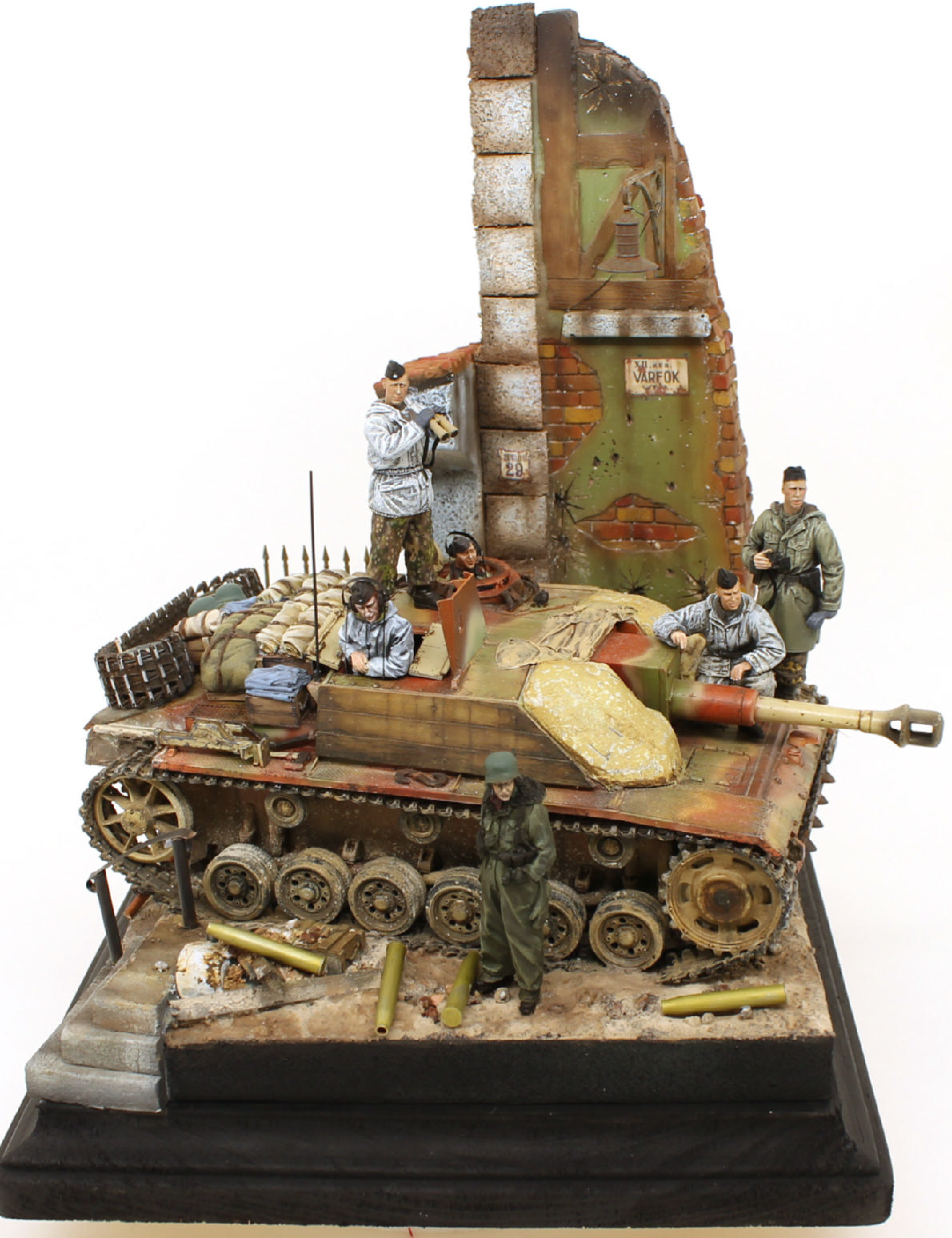




▲ **JACK LYNCH**
LEVITTOWN, PENNSYLVANIA
Jack scratchbuilt the base for his 90mm Dolman Miniatures "Wild Bill" kit, winning him an award for the Figure/Gundam/Mech category.

◀ **SHAWN KUHN**
BOISE, IDAHO
In the Juniors category, Shawn shined with his Takom 1/35 scale StuH42.

◀ **MARK JONES**
HUNTINGTON BEACH, CALIFORNIA
Mark scratchbuilt and machined parts including the wheels, brakes, radiator, intake, master cylinders, and all the bolts and hardware for this Auto category-winning Tamiya 1/12 scale JPE Caterham "Superb 7." He made the full nitrous oxide injection system, a stamped brass license plate, a full set of auto meter gauges, a fire extinguisher, and Fix a Flat can. Mark scratchbuilt exhaust, windshield, and mirrors. He used Corvette Admiral Blue to paint the vehicle and designed and printed the decals.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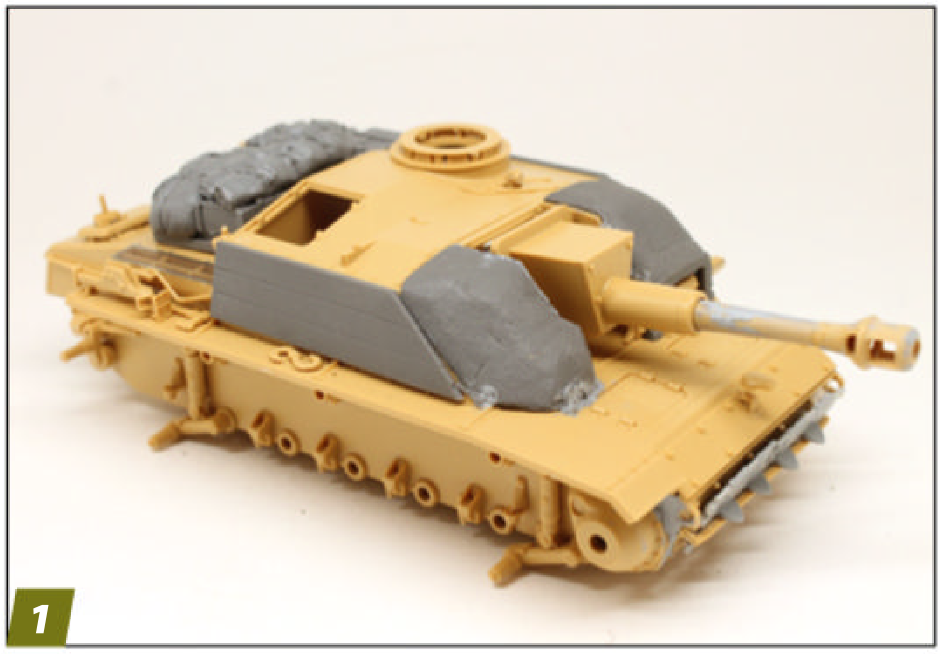
Build a battle-hardened StuH42

Clever painting, weathering, and groundwork put a self-propelled gun in Hungary

BY IVAN MOMCILOVIC

Tamiya's 1/35 scale Sturmgeshütz Ausf G (No. 35197) debuted in 1995. It can't necessarily compete with some of the more recent kits that include full interiors, but it looks the part and assembles quickly, so you can get on with painting and weathering. One of the best things about the kit is it can be built as either a StuG Ausf G with a 7.5cm main gun or a Sturmhaubitze 42 (StuH42) armed with a 10.5cm howitzer for use in an infantry-support role. I wanted to build the latter and place it in a late-war scene. To do so, I used several sets from Value Gear and up-armored the casemate with concrete on the front and wood on the sides.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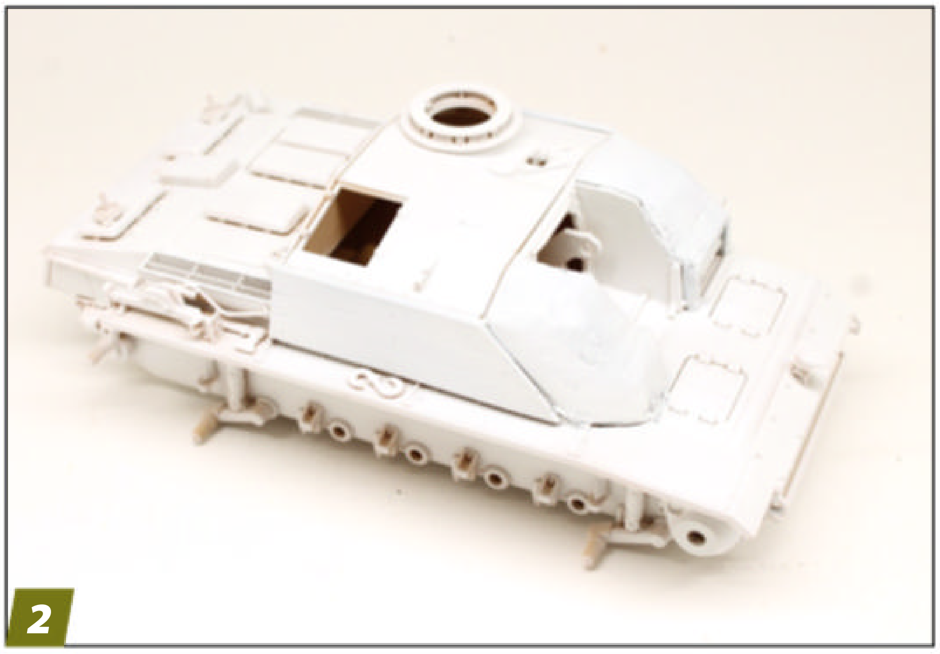
I attached the Value Gear resin parts with gel superglue. To fill small gaps between the resin concrete armor and the forward hull, I applied putty but left it unsanded because the concrete was applied by hand on the full-size vehicle, so it doesn't need to be perfect.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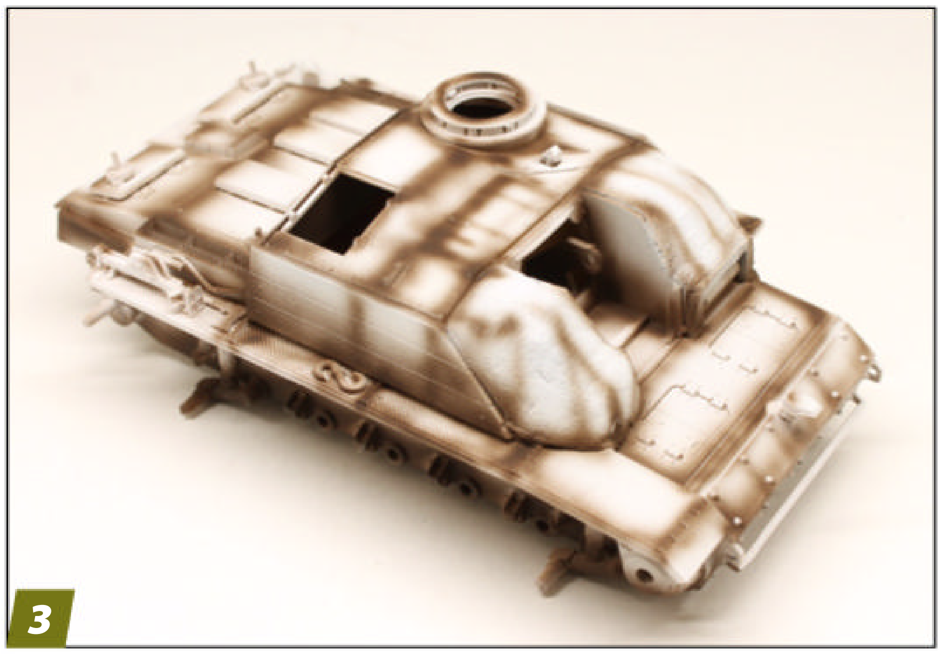
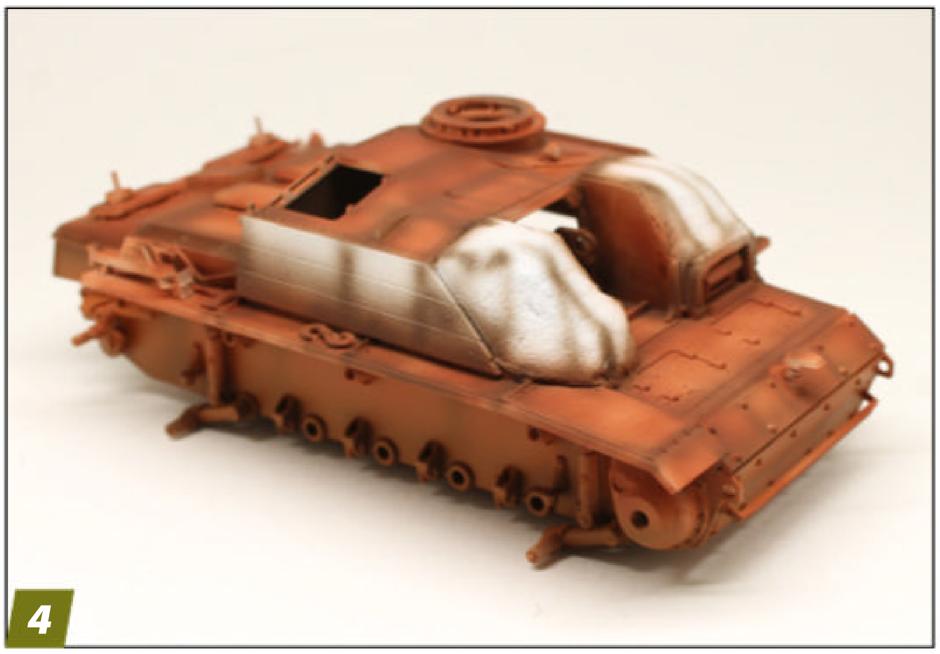
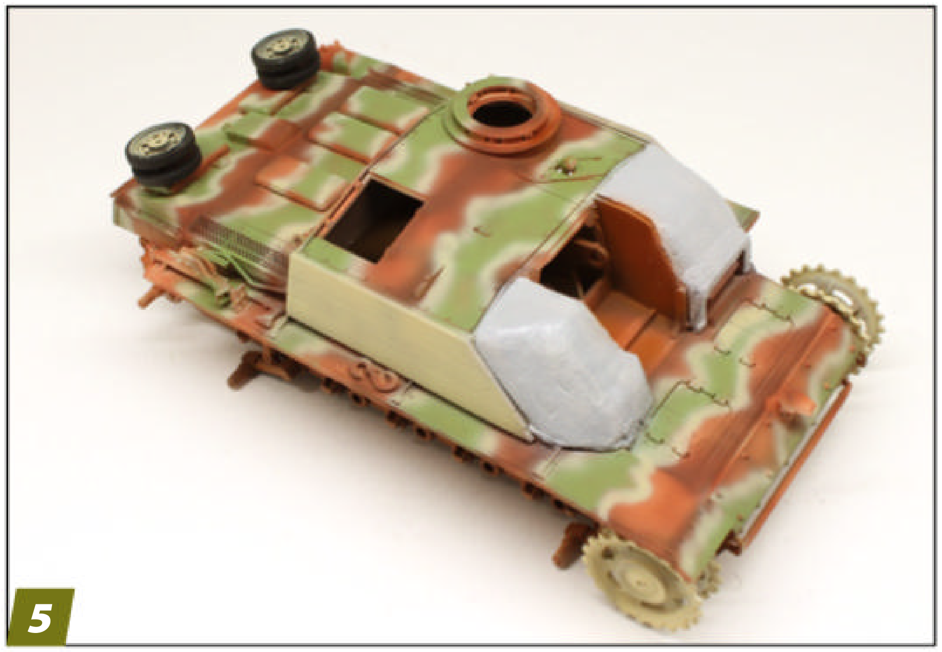
With the add-on parts in place, I airbrushed the model with Ammo by Mig Jimenez (Ammo) White Primer (No. A.MIG-2004) as a foundation for camouflage and weathering.



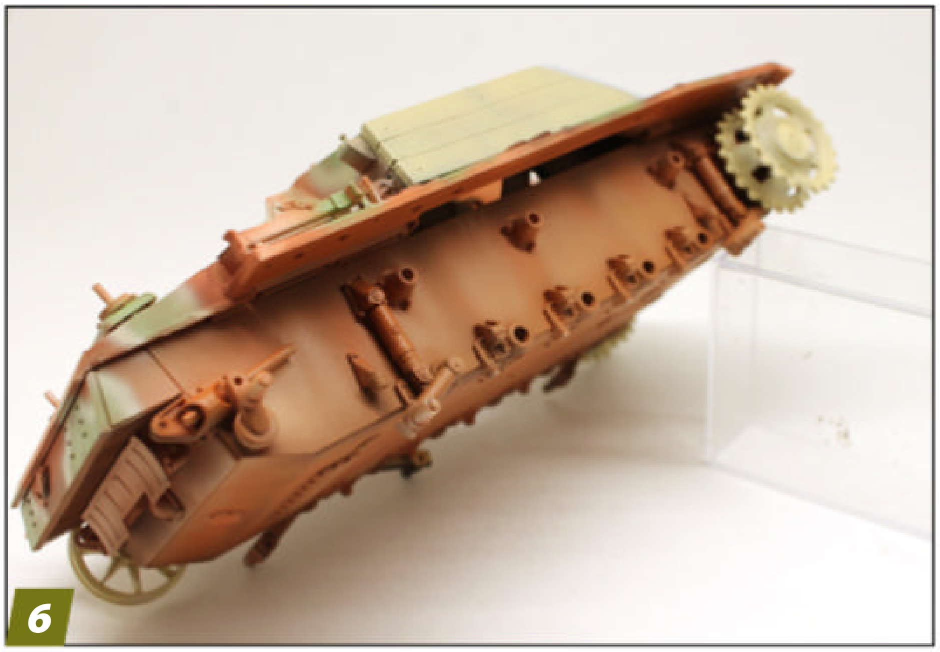
I imagined this self-propelled gun had the dark yellow and green camouflage applied over red oxide after repairs in Germany. I started by pre-shading panel lines and recesses with Ammo Tracks Primer (No. A.MIG-2007).



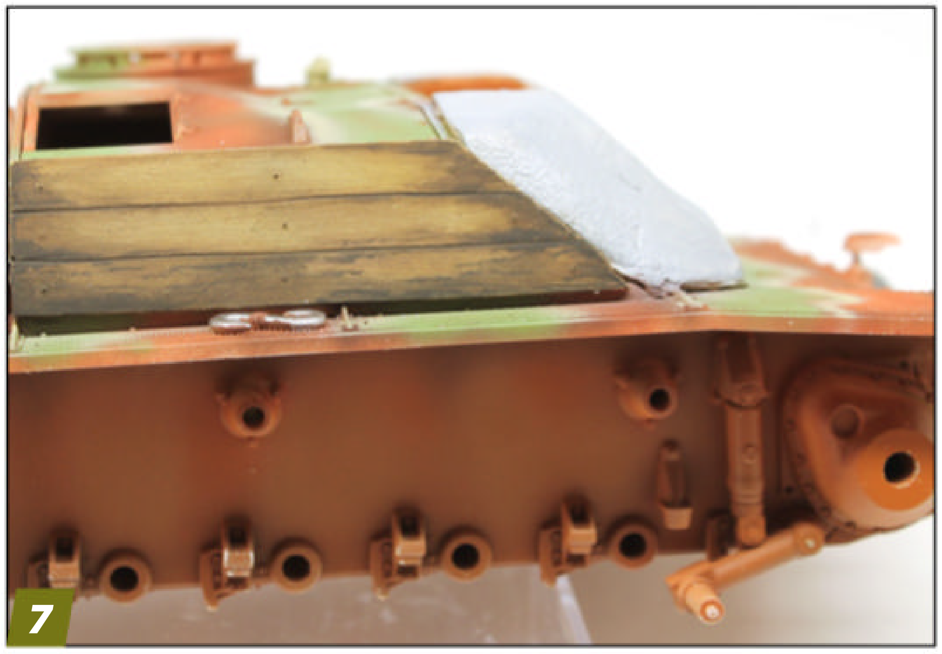
I followed that with thin airbrushed layers of Scale 75 Warfront Rotbraun Primer Red (No. SW-03), focusing on the white areas and leaving the pre-shading visible. I didn't paint the concrete or wood at this point.



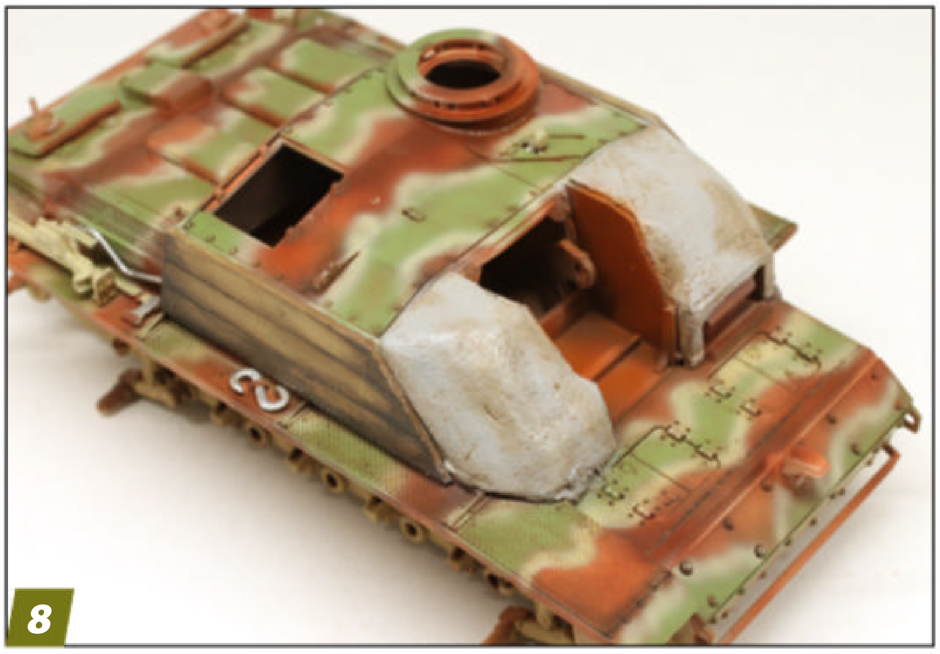
Instead, I base-coated the concrete with Vallejo Gray Primer (No. 73.601) and the wood with Ammo Dunkelgelb Highlight (No. A.MIG-0904). I used the same color to outline areas of Ammo Light Green (No. A.MIG-0917) for the camo pattern.



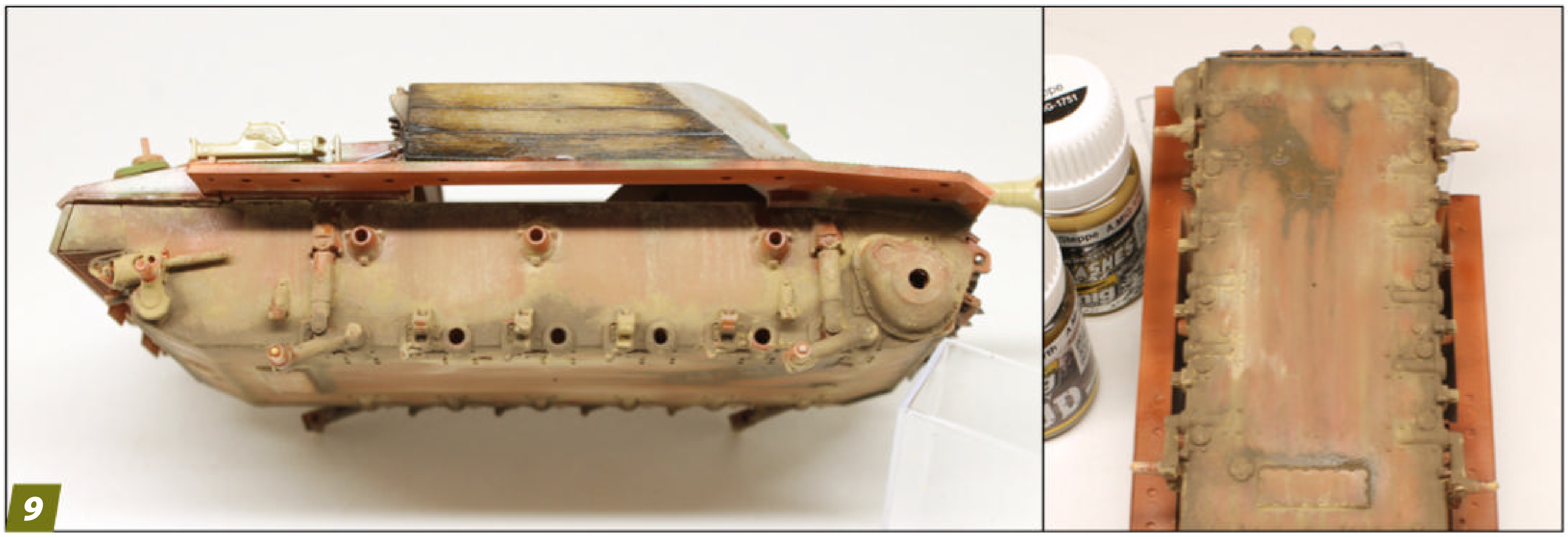
I airbrushed thin Warfront Sand Yellow (No. SW-32) to give the underside a light layer of dust. I left the road-wheel arms movable at this point so I could be sure the suspension would conform to the groundwork.



To make the wood to look weathered and wet or oily, I painted dark lines of Scale 75 Burnt Sienna (No. SART-06) with a thin brush. A filter of the same paint thinned with water followed, and I added Burnt Umber (No. SART-38) shading before finishing with a brown artist-oil wash.



I mixed brown artist oil paint with enamel thinner and used a fine brush to flow it around details like fasteners and bolts, into panel lines, and into recesses. After it dried a little, I removed excess with clean thinner and a fine brush.



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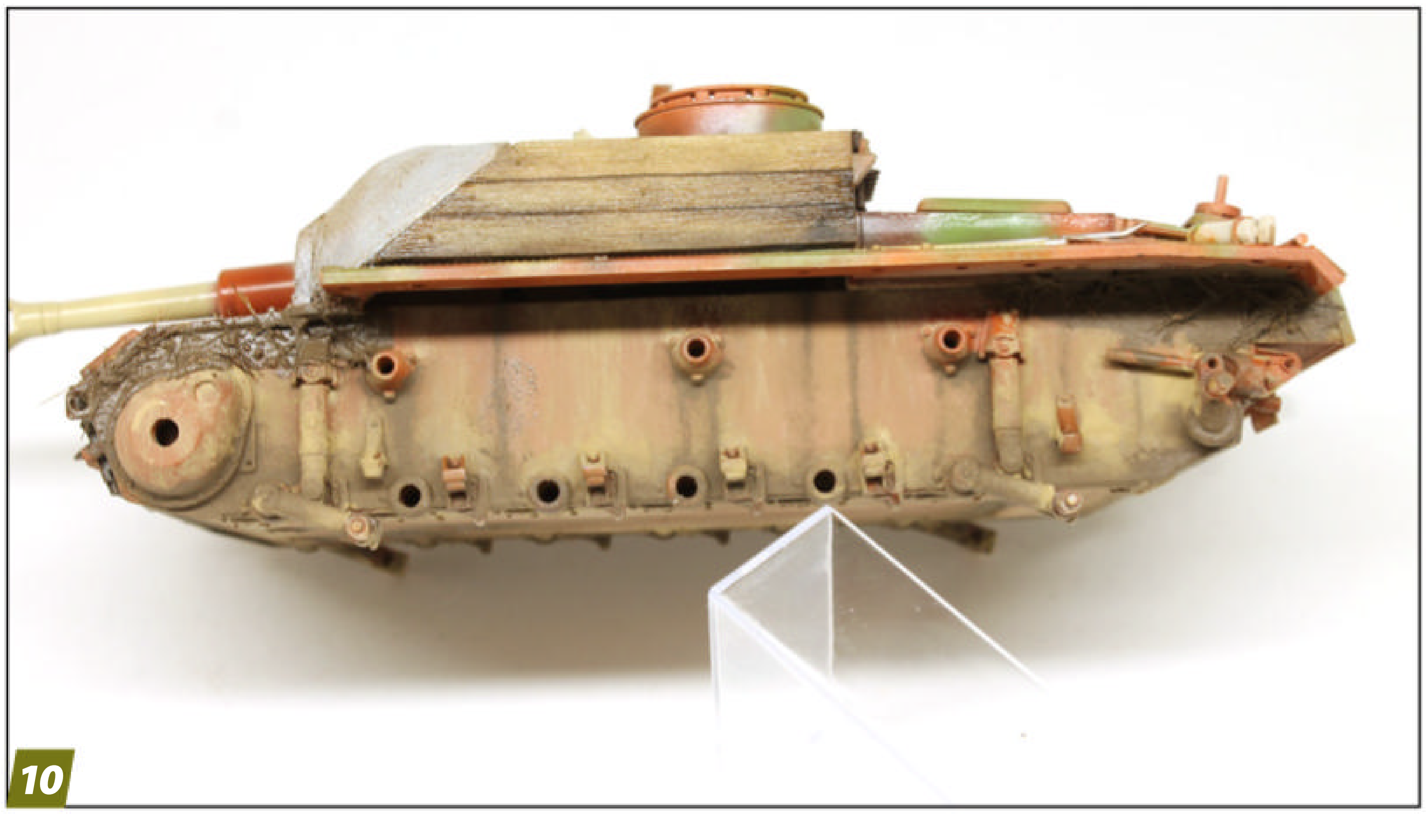
To build up dirt over the airbrushed dust on the lower hull, I used enamel products from Ammo, starting with Medium Density Mud Splashes Dry Steppe (No. A.MIG-1751) followed by Heavy Mud Turned Earth (No. A.MIG-1702). My focus was being sure that all three layers remained visible, so the vehicle showed dust and dry and wet mud.



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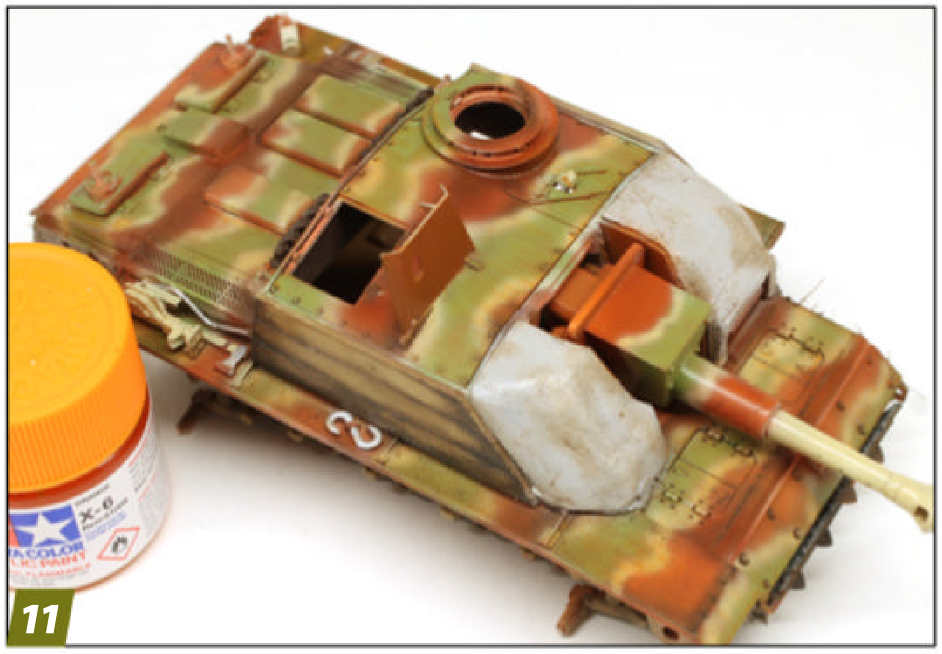
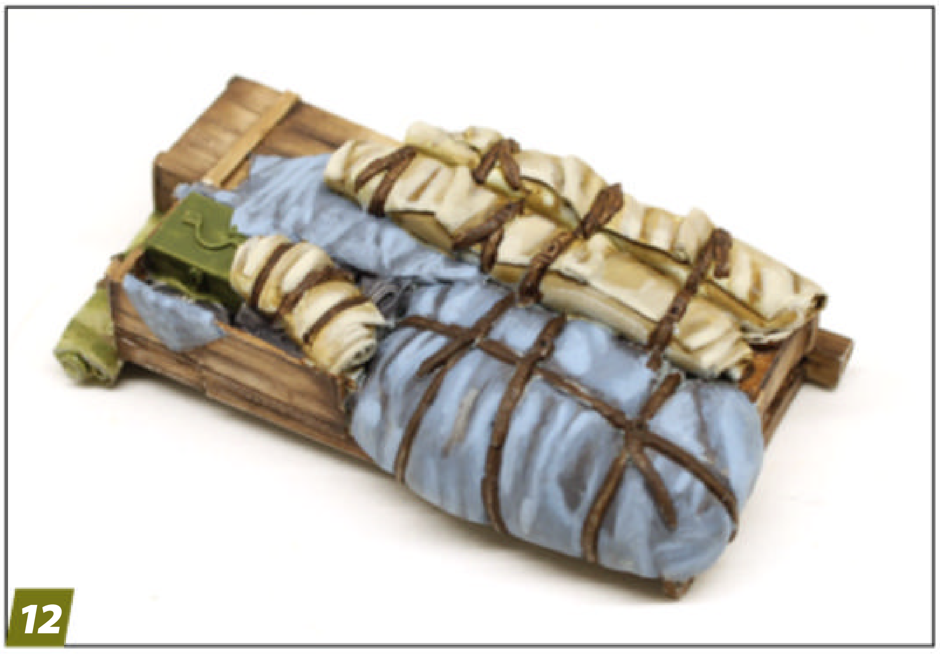
Next, I added mud streaking under the fenders by pulling lines of Turned Earth down the hull. I mixed static grass into the same enamel medium and applied it around the front and rear where the tracks would deposit churned turf while traveling across fields.



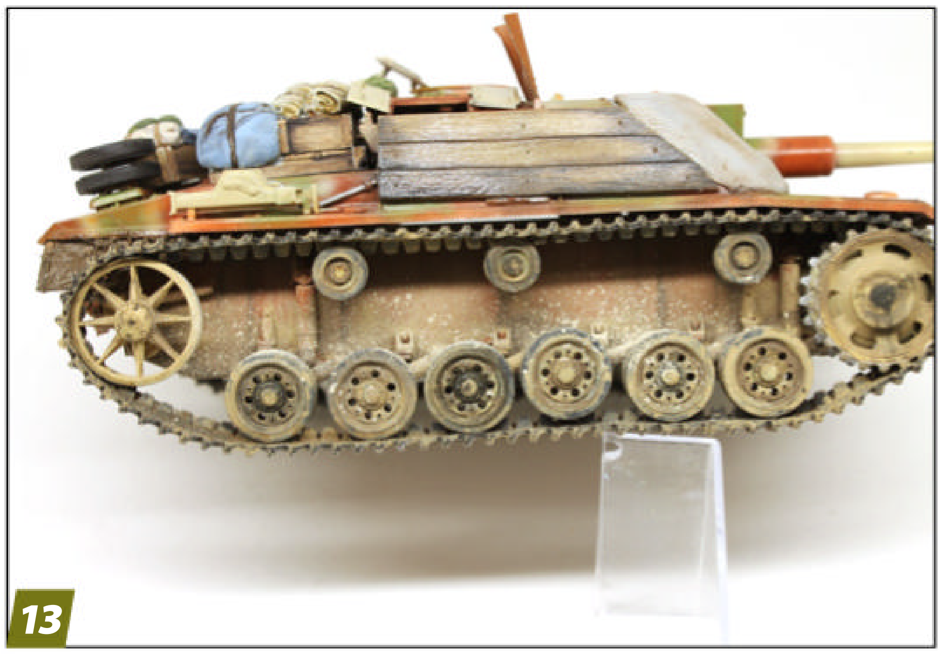
11

Before further weathering, I airbrushed a filter of thin Tamiya Orange (No. X-6) to warm the camouflage and tie the colors together. This step isn't mandatory, but I like the effect it has on the model's overall appearance.



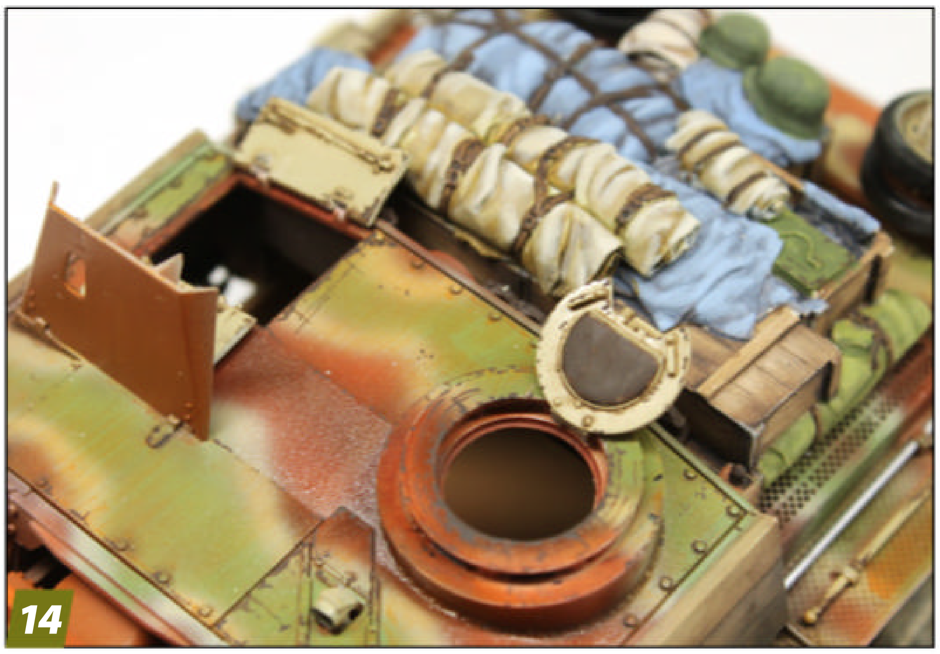
12

I hand-painted the Value Gear stowage bundle using various Scale 75 Warfront colors while the filter was drying.



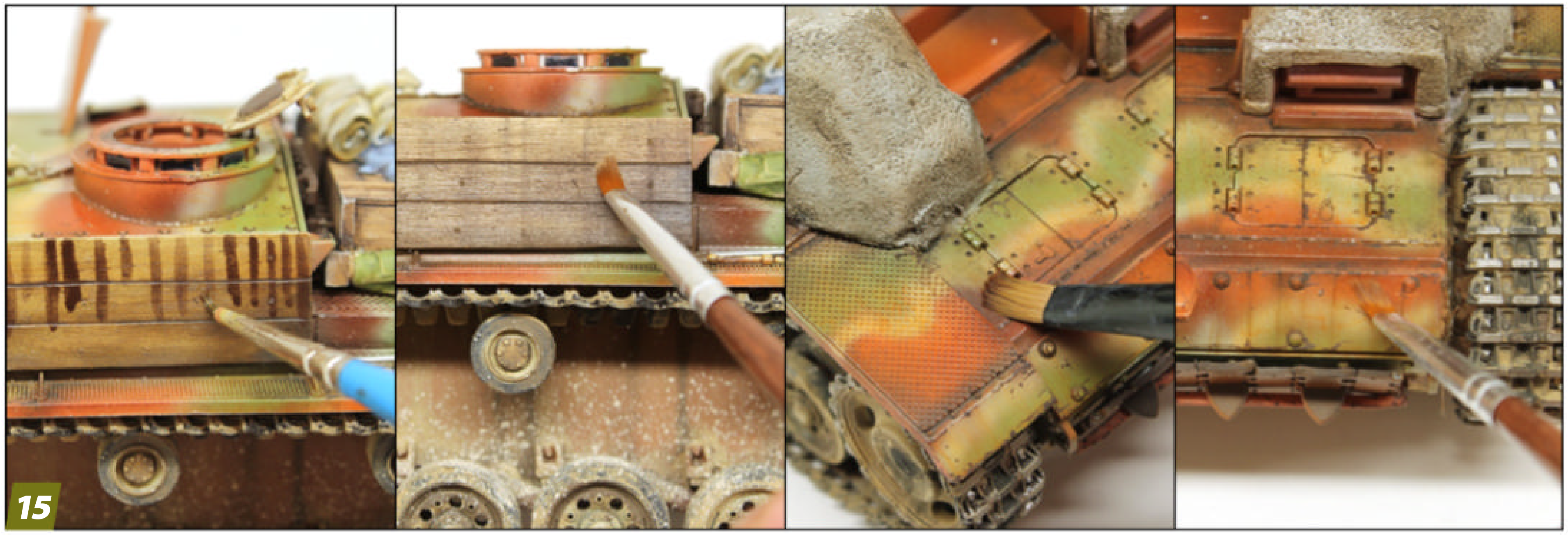
13

Before installing the running gear, I painted the tracks dark brown and weathered them and the wheels with the same products and methods used on the lower hull. Once everything was on the model, I used a fine brush and Ammo Dry Steppe (No. A.MIG-1751) to flick mud splashes.



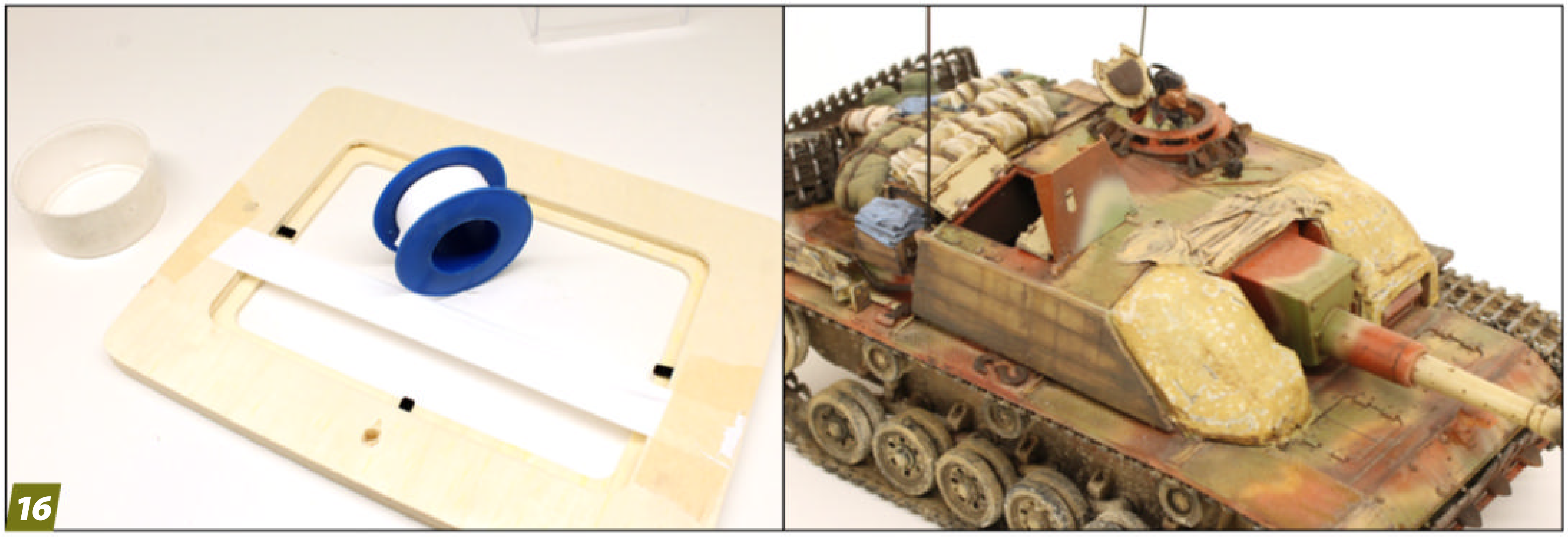
14

Carefully applying Ammo Dark Tracks (No. A.MIG-0035) with a fine brush, I chipped the paint around hatches and panel edges.



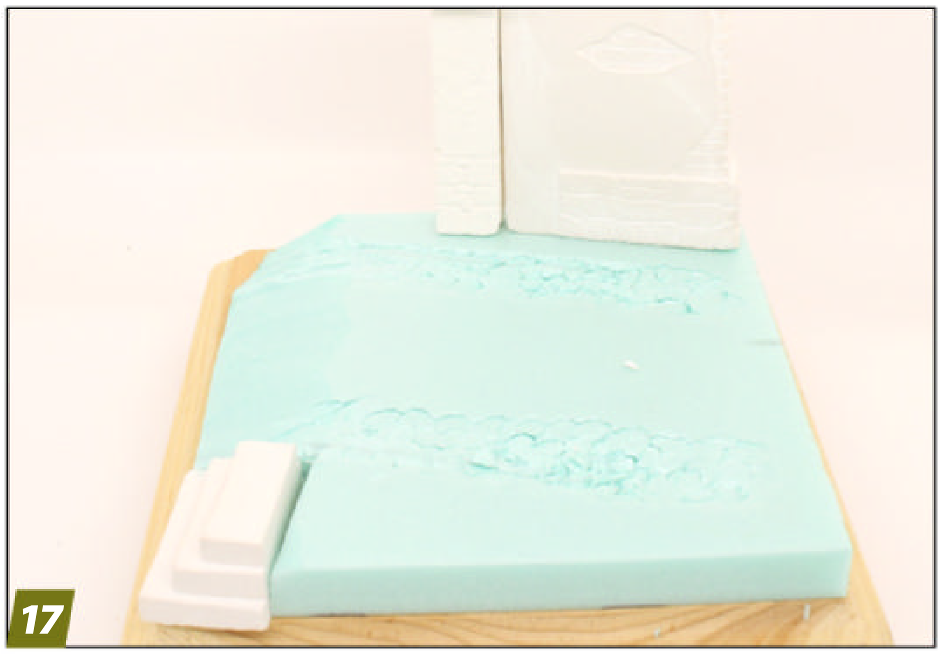
15

I added runs of dirt and rust to the vertical and sloped surfaces with Ammo Streaking Grime (No. A.MIG-1203). After painting a line of this dark brown enamel with a fine brush, I blended and feathered it with enamel thinner on a flat brush.



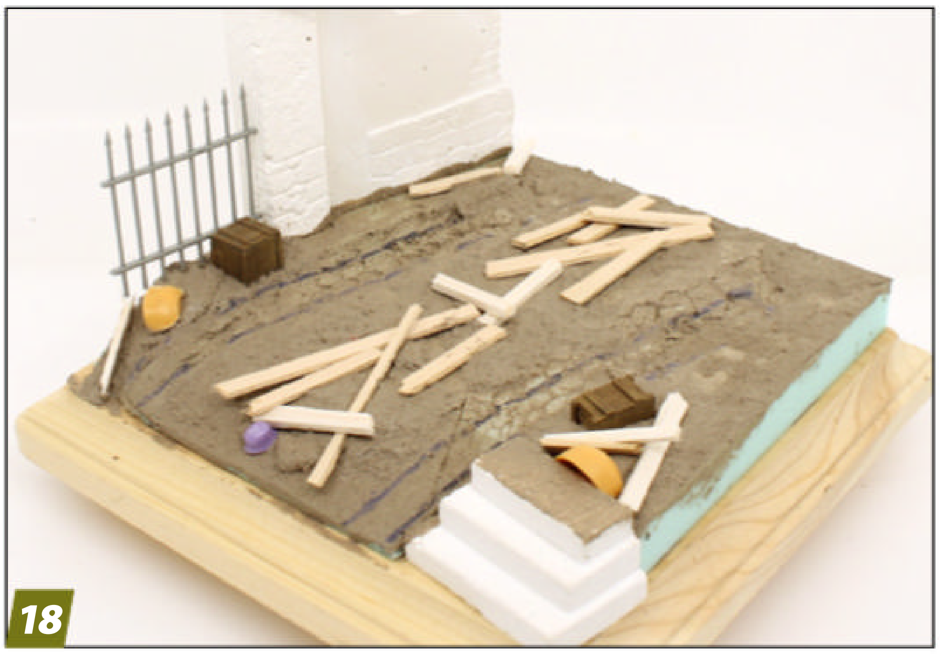
16

There's a gap at the top of the vehicle between the mantlet and the casemate and photos often show canvas covering it in winter, probably to keep the interior warm. I cut Teflon tape to size and stretched it across a picture frame for a few days. Later I attached it to the model with Ammo Sand & Gravel Glue (No. A.MIG-2012), shaped it with a brush as the glue set, and then painted it with acrylics.



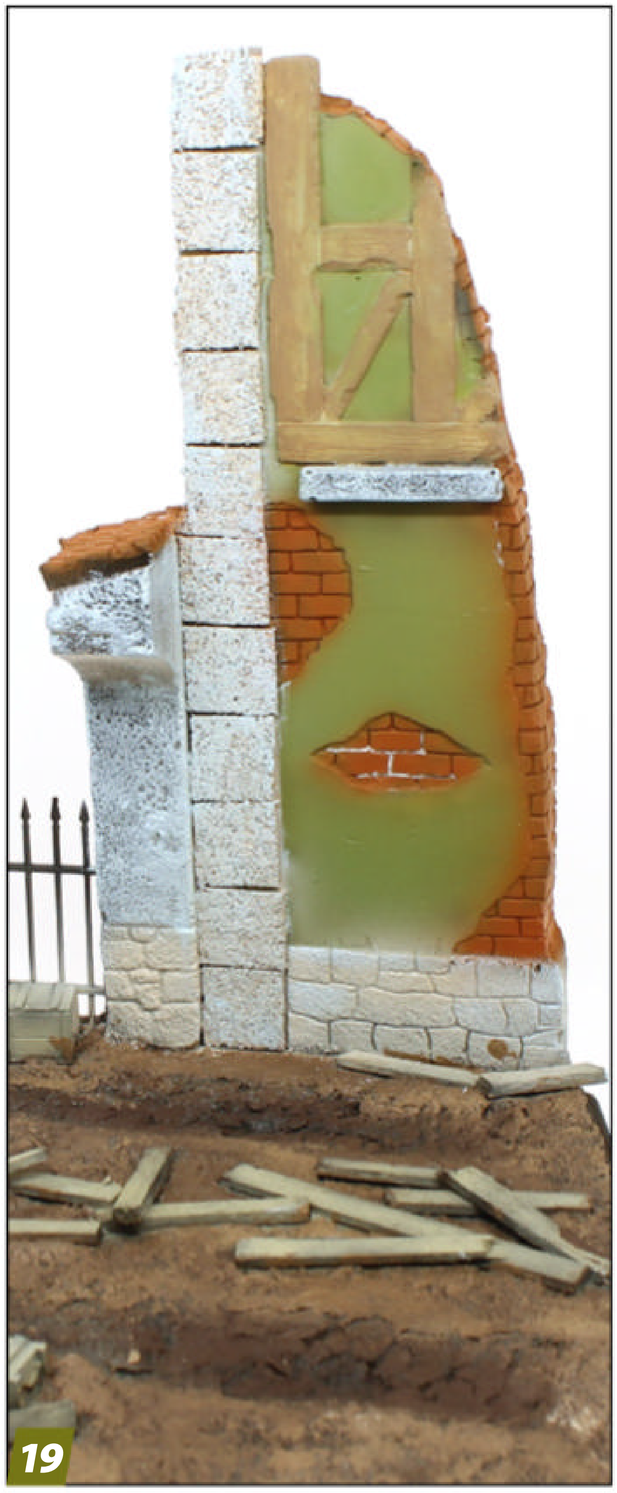
17

I made the groundwork using insulation foam, Verlinden plaster ruins, and a set of stairs left over from previous projects.



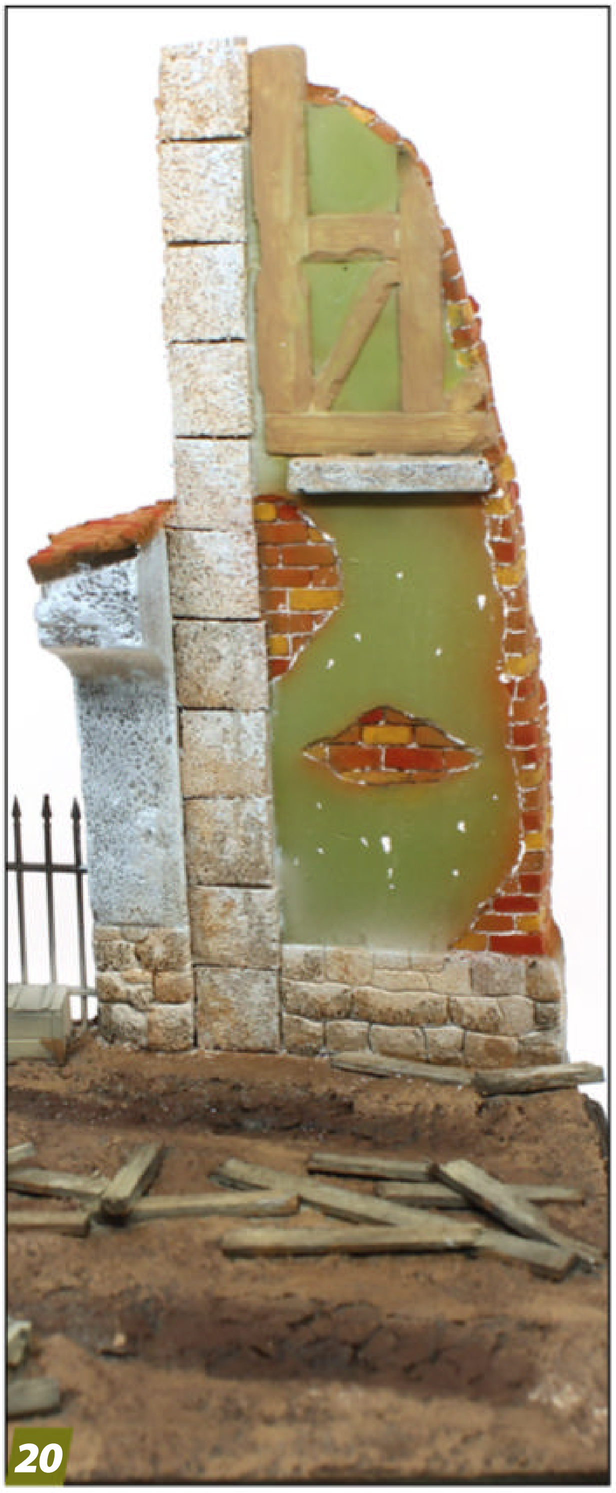
18

Using a brush, I covered the foam in a thin layer of Ammo Turned Earth Ground (No. A.MIG-2103). While it was wet, I placed bits of broken wooden strips and Value Gear resin crates.



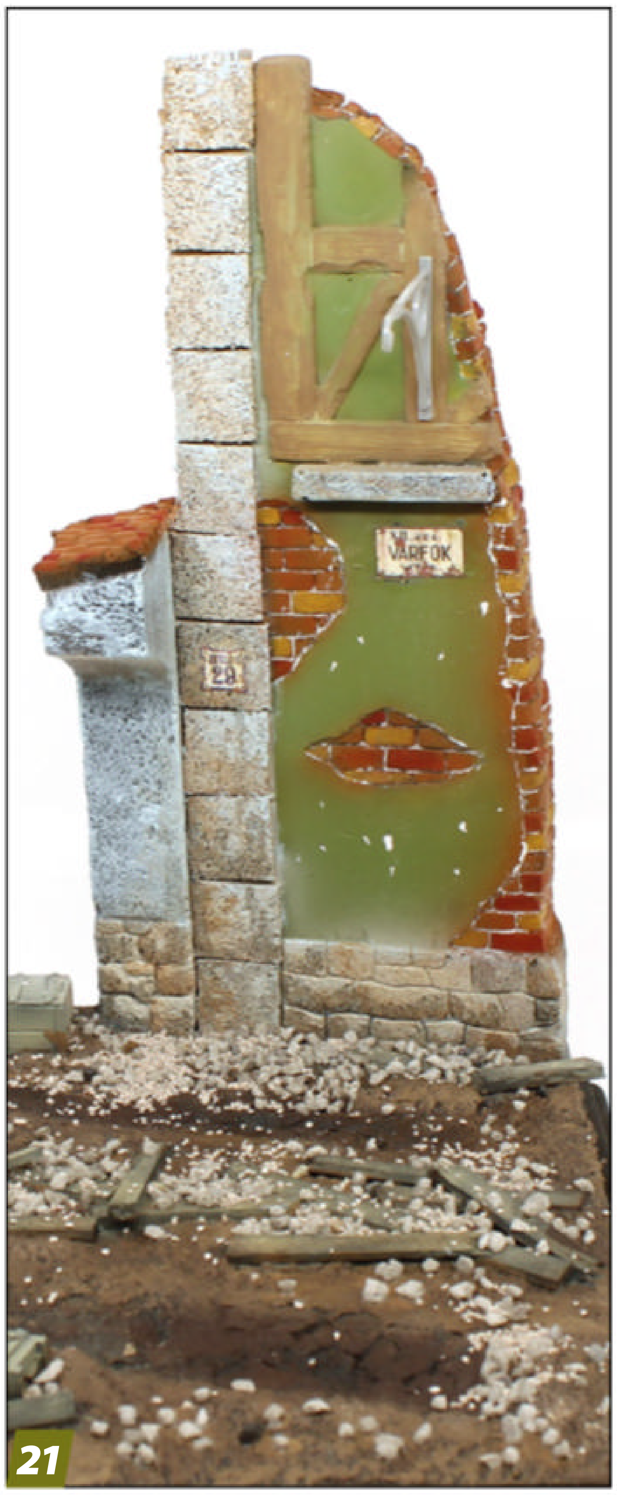
19

I painted the ground and wall with various acrylics, varying the shades of the soil slightly.



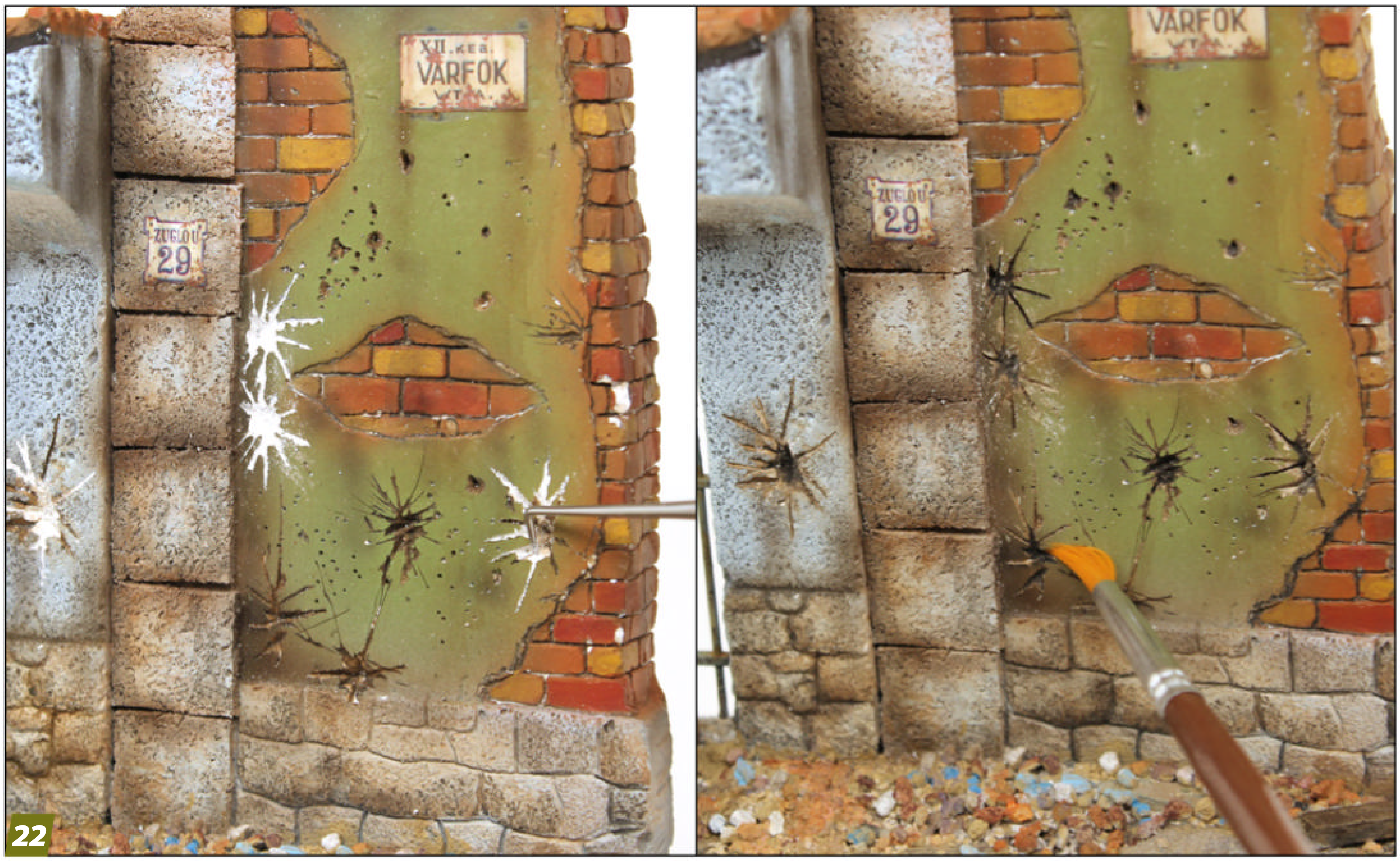
20

To weather the structures and debris, I applied several different Ammo Shaders, transparent acrylics that can be used as glazes, washes, and filters. I didn't hand-brush them, especially on the buildings, because I was afraid too much liquid might soften the plaster.



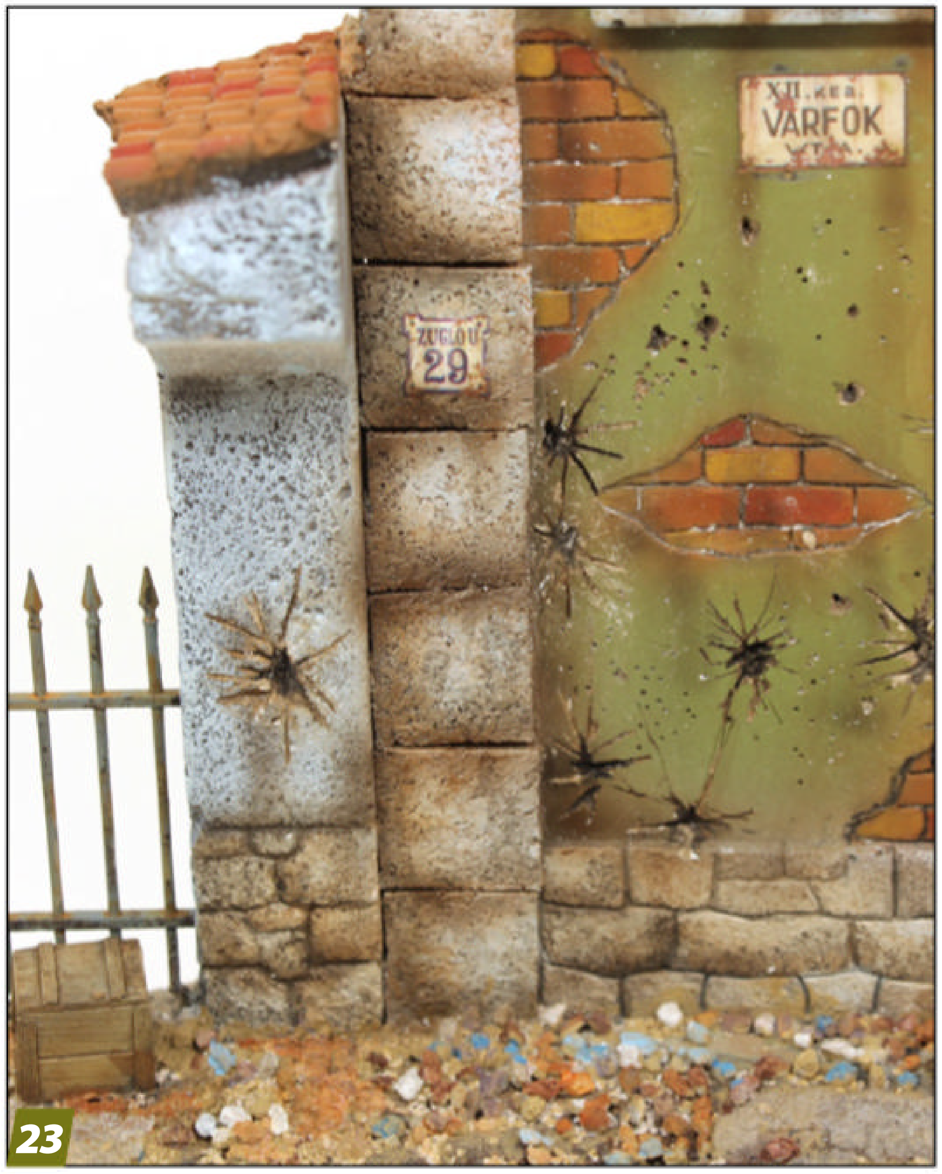
21

Bullet holes and chipping were made with a needle. To add debris, I sprinkled fine gravel and small rocks over the groundwork, affixed them with sand-and-gravel glue. Painting them with colors like the building's bricks and concrete tied them into the scene.



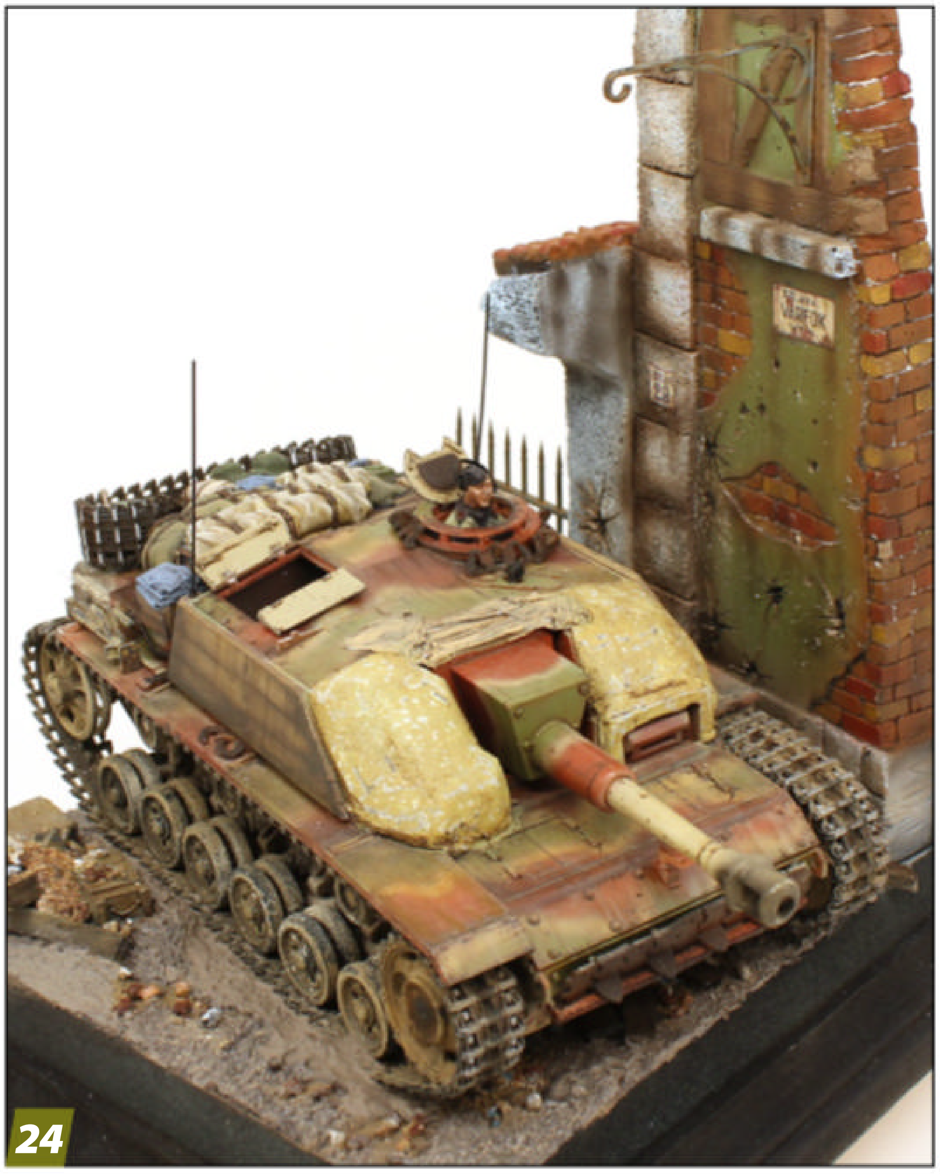
22

Using a scriber, I enhanced the damage on the building and painted the bullet and shell marks with dark brown acrylic.



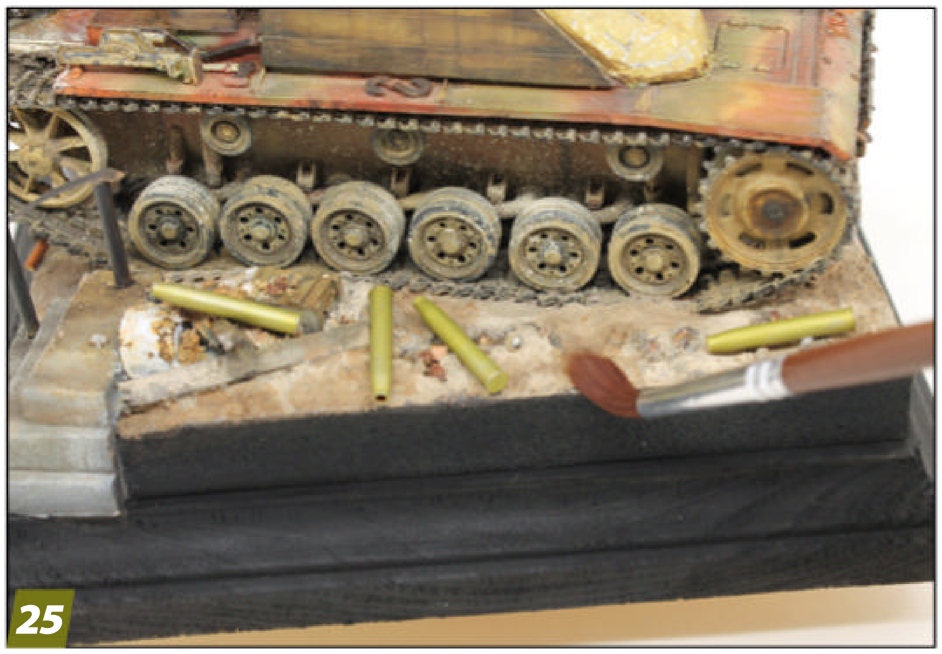
23

Light acrylic rust washes and dry-brushing made the fence look worn, and I added Hungarian street address decals for the house. These place the scene immediately.

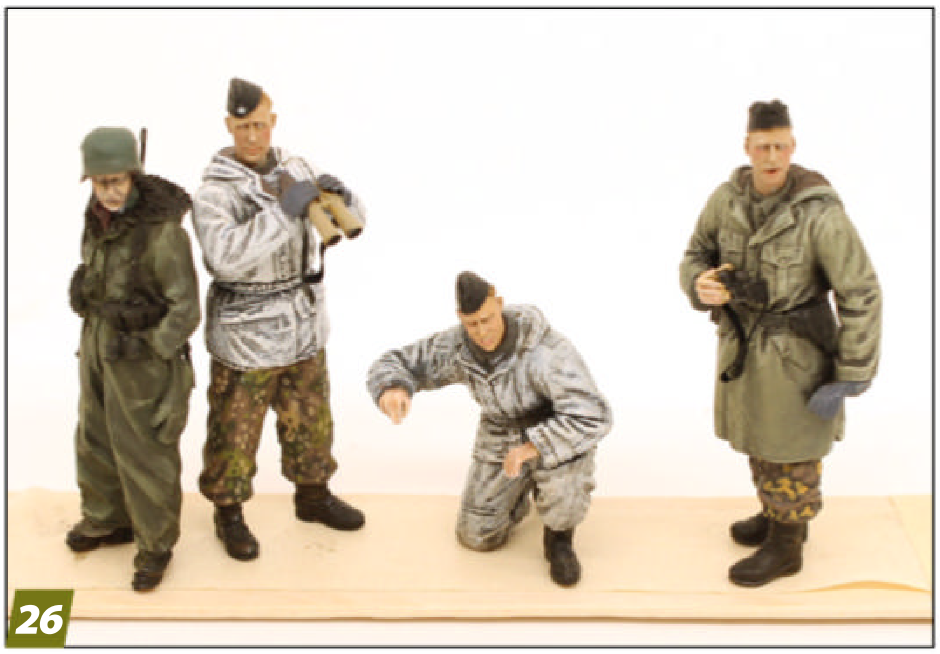


24

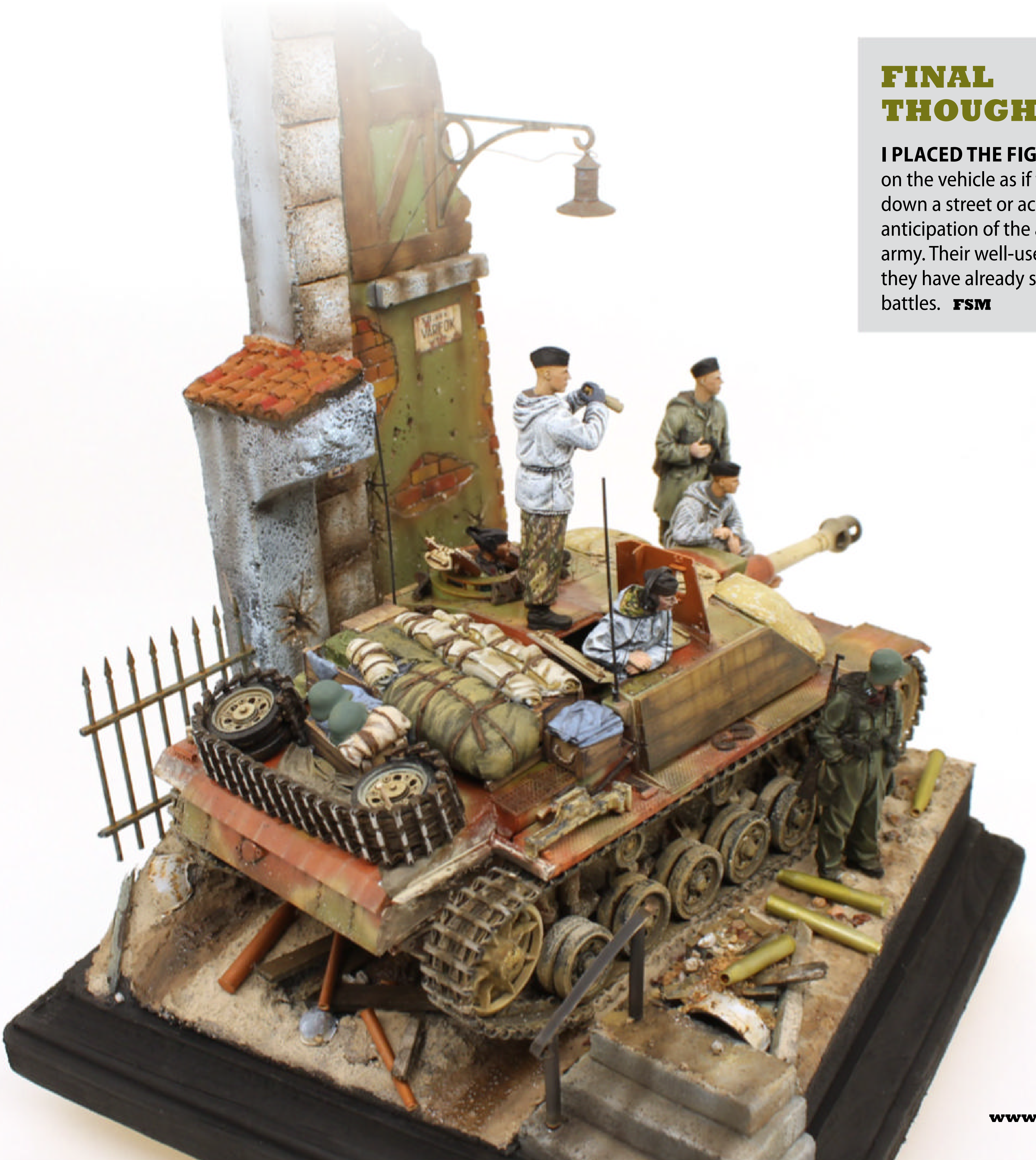
After test-fitting the StuH42 on the base, I made antennas for it from stretched sprue superglued them to the kit mounts.



I glued the vehicle to the base and placed spent ammunition cases around it from several different vehicles to imply the spot had been fought over before the StuH arrived. Brushing on a little pigment ties the new elements into the groundwork.



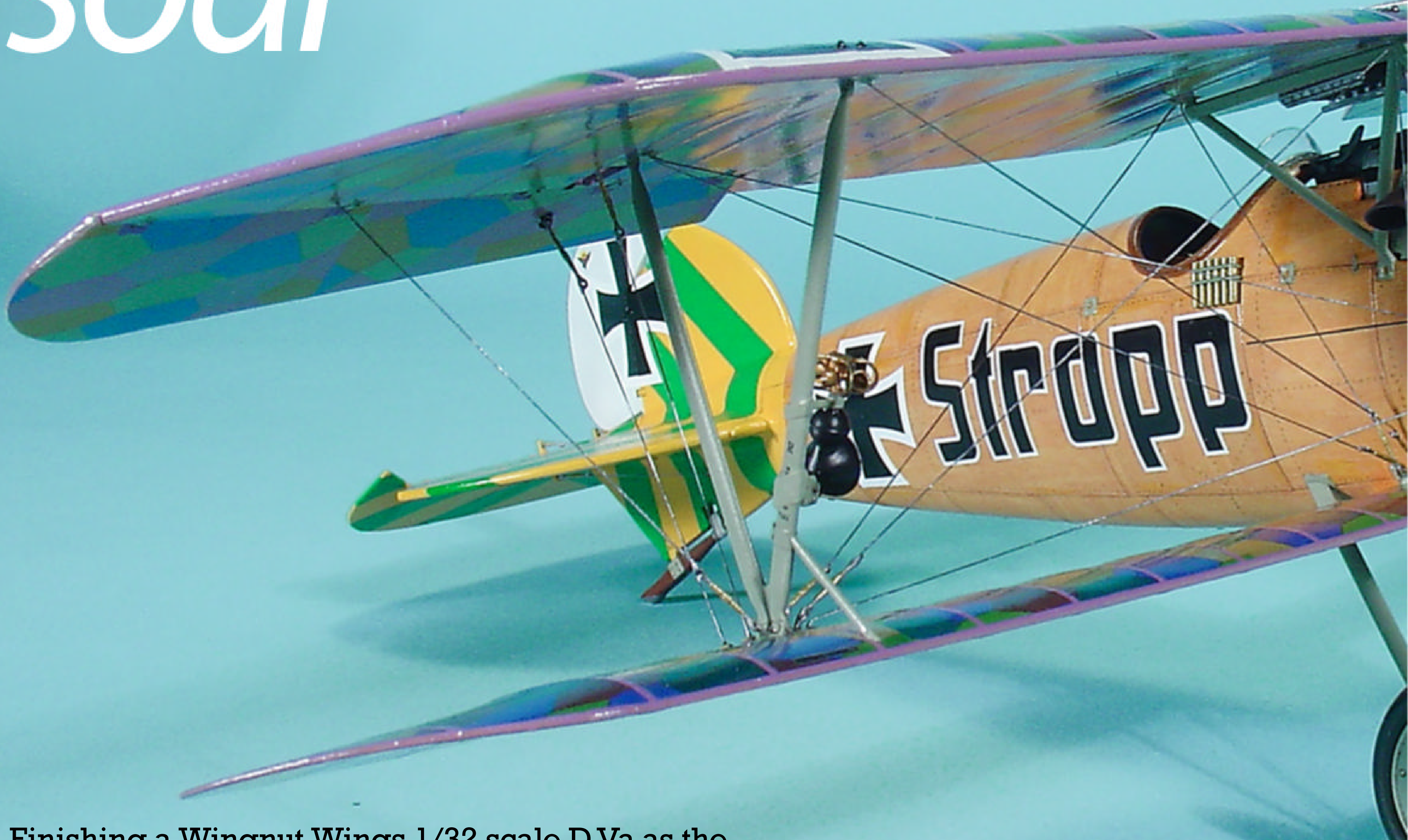
To crew the self-propelled howitzer, I reposed Dragon figures and added Hornet resin heads. The commander is a Stalingrad Miniatures figure, and the two infantrymen are from Rado Miniatures. All of them were painted with Scale 75 Warfront acrylics.



FINAL THOUGHTS

I PLACED THE FIGURES around and on the vehicle as if they are looking down a street or across a square in anticipation of the advancing Soviet army. Their well-used vehicle shows they have already survived several battles. **FSM**

Let a big
ALBATRO
soar

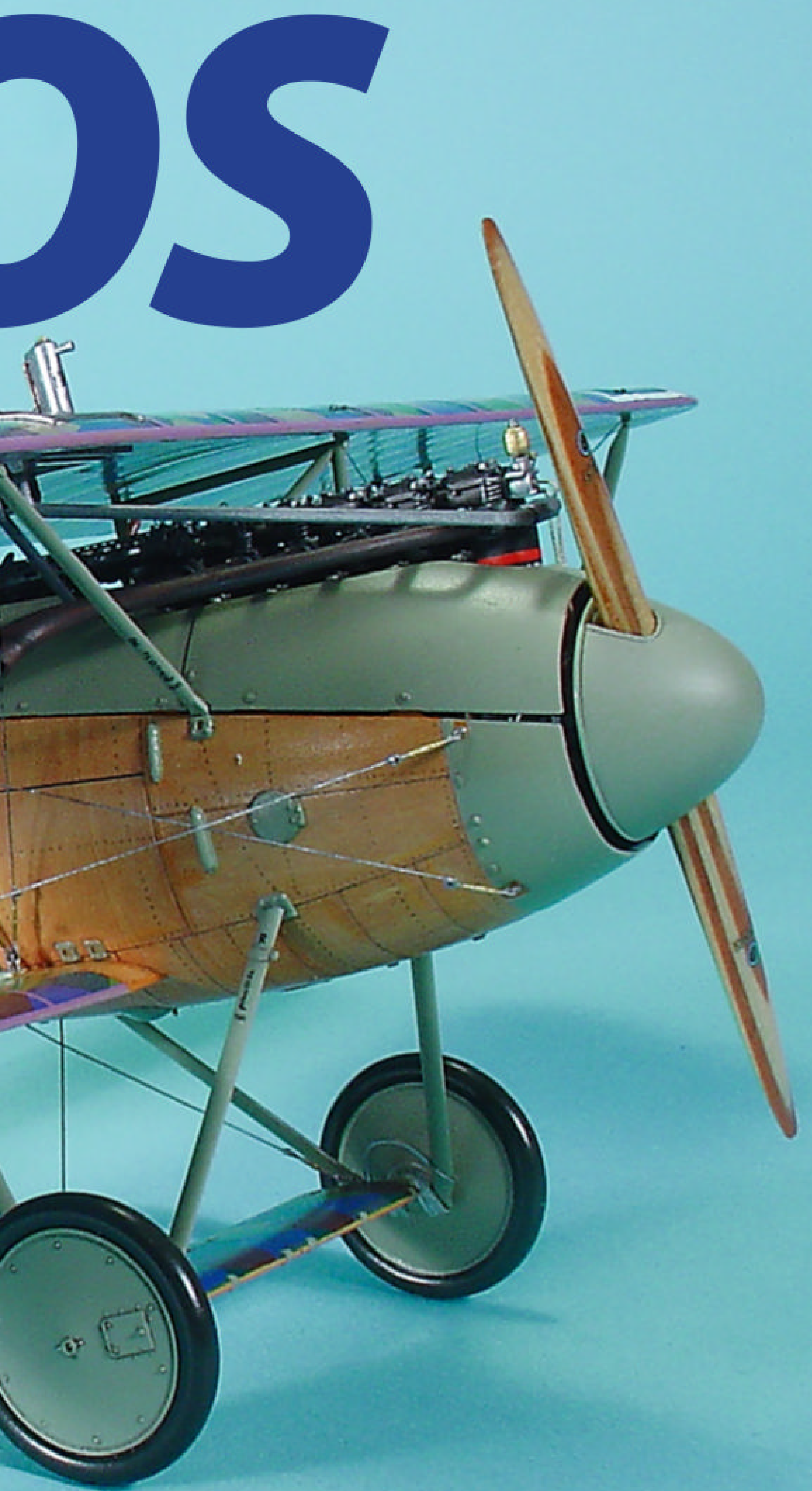


Finishing a Wingnut Wings 1/32 scale D.Va as the National Air & Space Museum's fighter

BY BOB STEINBRUNN

Since Wingnut Wings released its first kits in 2009, I have wanted to try my hand at one. Heralded in the modeling press and online, the now-defunct company's world-class kits are considered by many to be the finest, most accurate injection-molded plastic kits in the world.

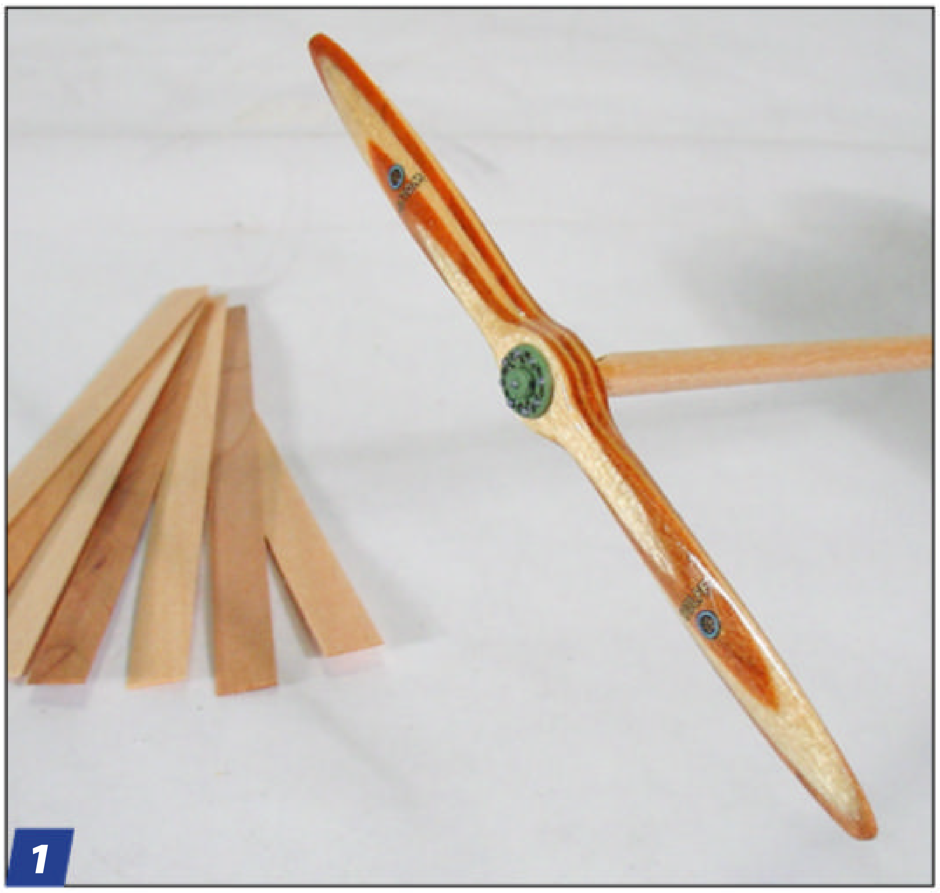
Having visited the National Air & Space Museum of the Smithsonian Institution several times and having admired the amazing restoration of their Albatros D.Va "Stropp," it seemed natural to build the Wingnut Wings kit in that striking color scheme and markings. The aircraft on display, 7161/17 (serial number/year of build) was restored using parts and wings from three different Albatros 'basket cases' held by the museum, so it is felt this display aircraft does not fully represent Stropp as it appeared in World War I. For example, the tires are gloss black rather than the gray rubber common to World War I airplanes. Some experts feel the five-color lozenge camouflage on the wings is inaccurate and should be segments of mauve and green. These discrepancies were noted but I wanted to duplicate the airplane as it now hangs in the Museum, not as an operational aircraft from 100 years ago.



This was my first Wingnut Wings kit and, because there were so many aftermarket accessories available, I thought it would be a fun challenge to incorporate several of them. I ended up using some, but not all, since a few offered no improvement over the kit parts. Using these meant extra work for no appreciable gain in quality or accuracy. Still, it was a learning experience which I enjoyed, and the challenges were great fun as well. I ended up feeling a quality model could be built straight out of the box and that many aftermarket parts meant unnecessary expense.

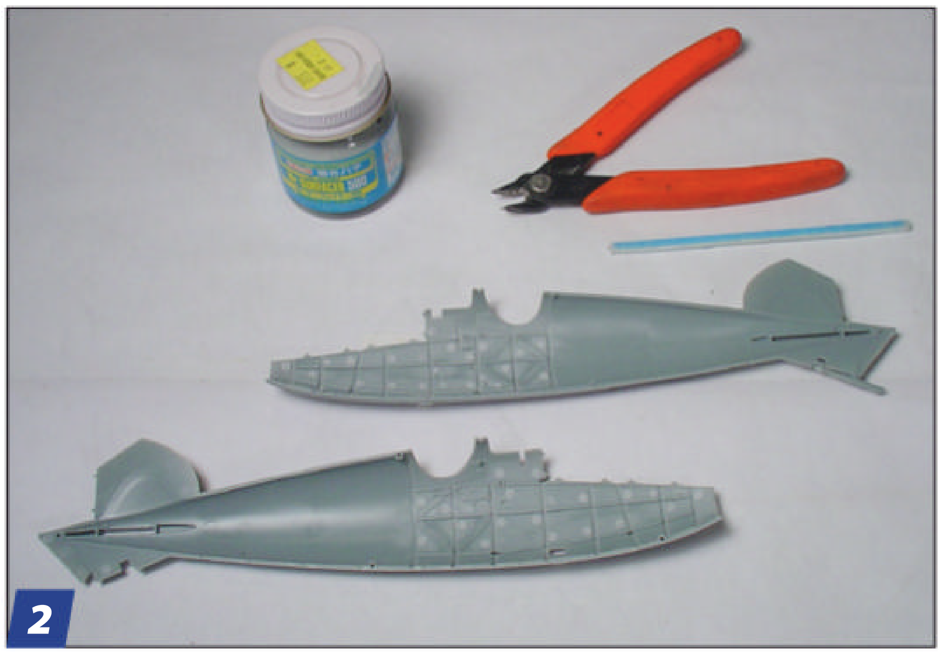
AFTERMARKET ITEMS

Wingnut Wings
5 color Upper Lozenge decals (No. 30001)
5 color Lower Lozenge decals (No. 30002)
German Rib Tapes for Lozenge decals (No. 30005)
HGW
Albatros D.V/Va – High Quality Super Detail Set (No. 132044)
Albatros D.V/Va – Base White wood grain decals (No. 532008)
Fotocut
Last Nut & Bolt (No. 041)
Last Nut & Bolt (No. 020)
Master Model
German WWI Machine Gun Spandau LMG 08/15 (No. AM-32-023)
Airscale
Cockpit Instrument Bezels (No. PE32 BEZ)
Gaspatch Models
WWI German Airspeed Indicator (No. GPT32013)
Metal Turnbuckles Type A (No. 12-32004)
Metal Turnbuckles Type B (No. 12-32005)
Metal Turnbuckles Type C (No. 12-32006)
Taurus Models
Spark plugs (No. D3201)
Intake manifold nuts for Mercedes in-line engines (No. D3211)
Priming cups for Mercedes D.III (No. D3219)
Valves, Lifters and Timing Gear for Mercedes D.IIIa (No. D3209)



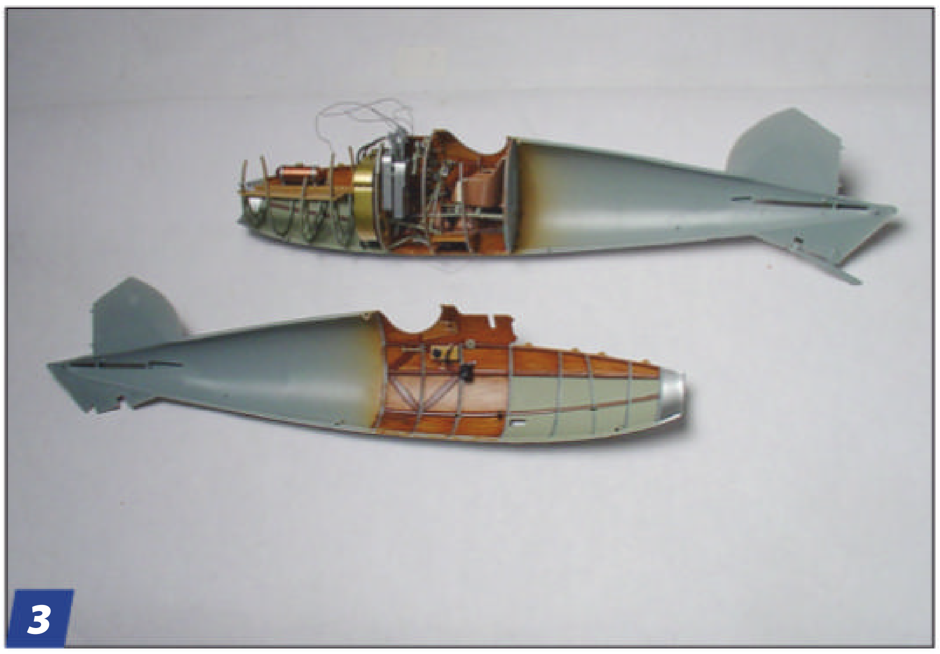
1

The look of a real wood propeller is unbeatable, so I cut strips of cherry and basswood .300-inch wide by .020-inch thick on a miniature table saw matching the length of the kit's Wolff prop. I laminated the strips in alternating shades using Titebond wood glue, an aliphatic resin adhesive that can be carved, sanded, and drilled. After outlining the prop's shape, I sanded the blades to include the twist and decrease of pitch towards the tip. Two coats of polyurethane varnish lightly sanded after the first with a foam fingernail block produced a glass-like finish. The thrust plate, or prop hub, was carefully shaved off one of the kit propellers, painted, and attached.



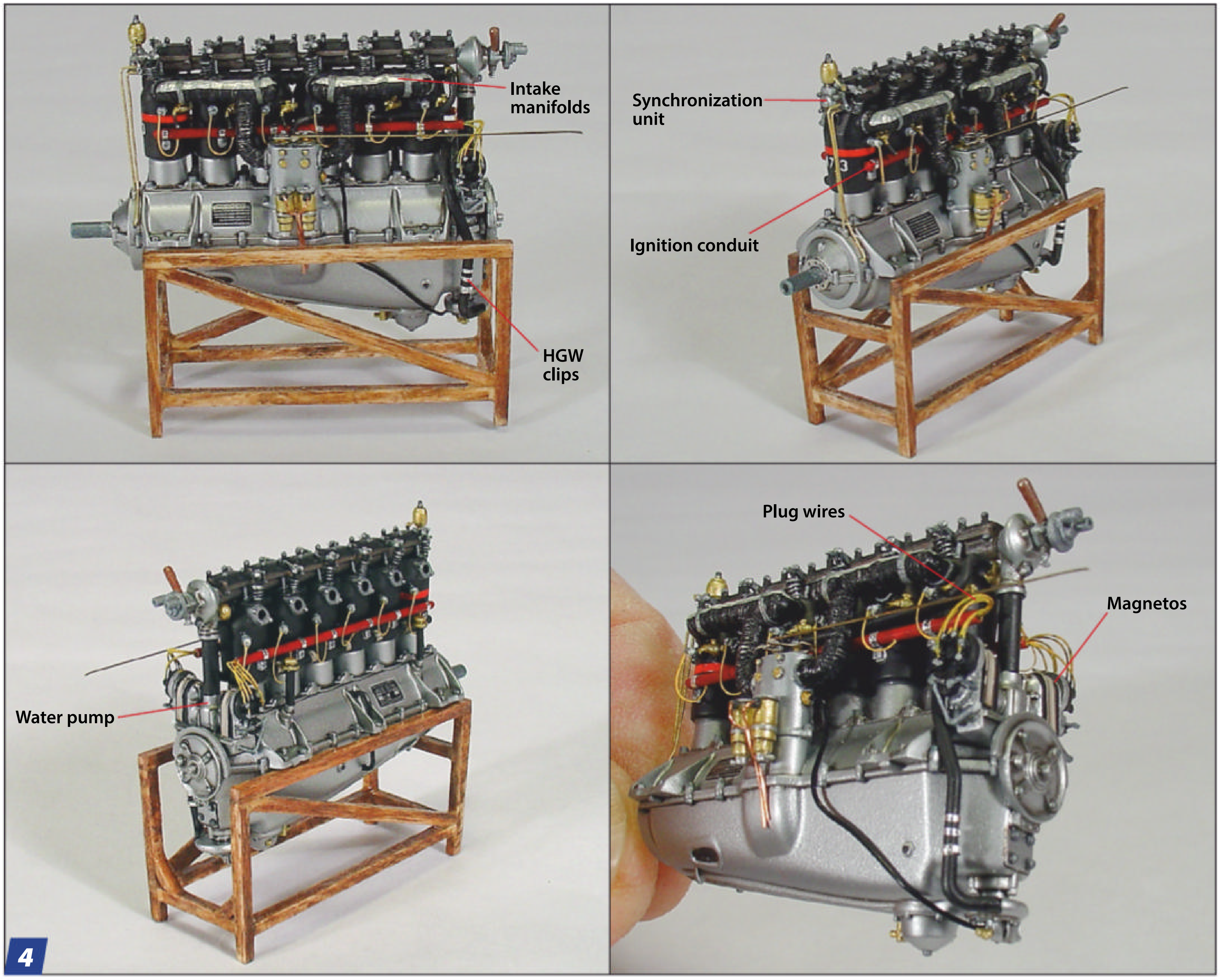
2

The interior of the fuselage is marred by many ejector-pin marks easily filled with Mr. Hobby Mr. Surfacer 500 applied with a brush. I sanded these smooth with a narrow two-grit sanding stick. As the ends of the stick become worn and clogged, I cut off ¼-inch from each end with sprue cutters to reveal fresh abrasive.



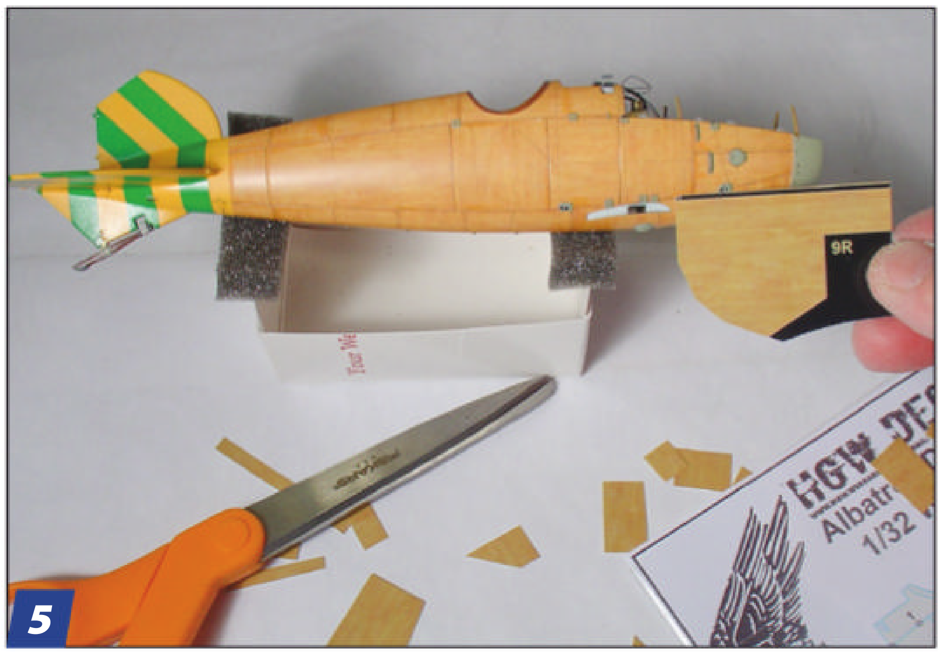
3

Using Tamiya acrylics indicated in the instructions, I painted the inside of the fuselage halves and the interior components separately, then assembled everything. Artist oils added wood grain where needed. The loose wires are for the aileron, elevator, and rudder control lines, as well as machine gun trigger, throttle, and the tachometer drive cables.



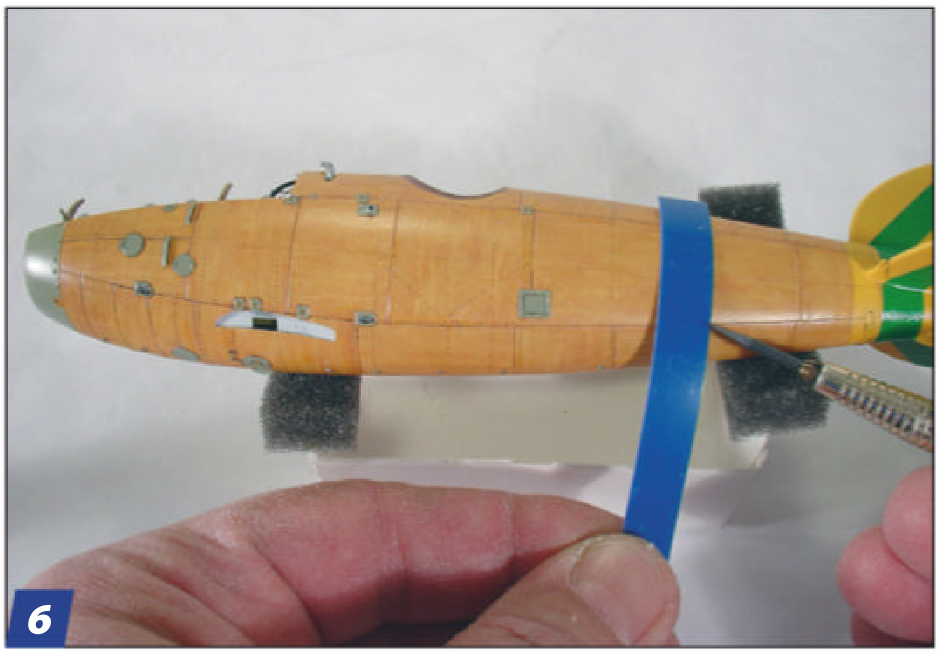
4

To detail the Mercedes D.IIIa six-cylinder engine, I added resin sparkplugs, valve covers, pushrods, springs, and priming cups with handles, Tichy Train Group nuts and bolts where there were none, wiring, and brass-tube ignition conduits drilled out for the sparkplug wires. HGW photo-etched metal (PE) pieces detailed the carburetors, and other details were added according to references. The intake manifold pipes have Tamiya tape strips wrapped around them to represent asbestos lagging with heat shields over them made from aluminum foil.



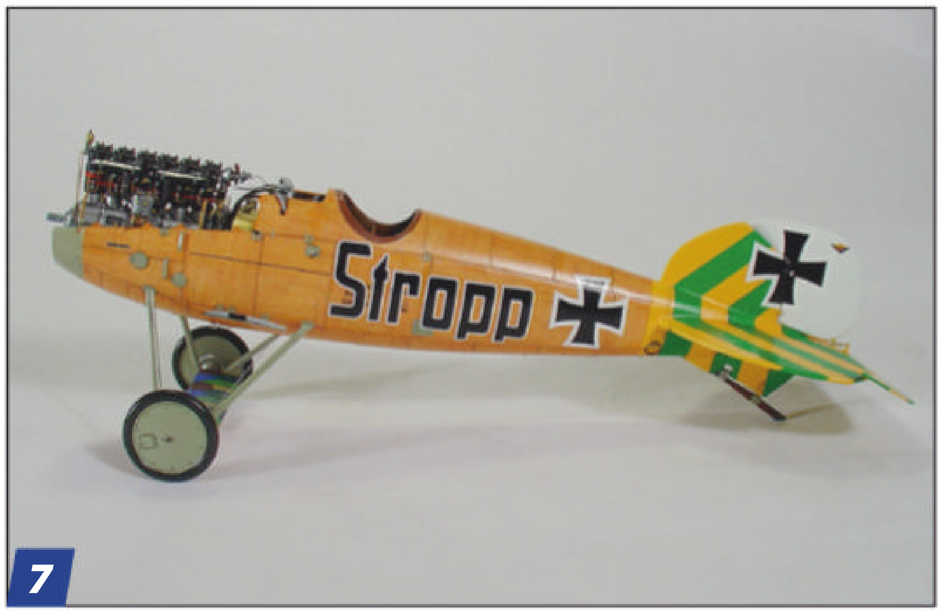
5

HGW's separate wood-grain decals are specific to each panel and are about 2mm oversize. The intention is for the each decal to be trimmed to the outline of the panel after it is applied, but I found it impossible to remove the excess from the decals after they had dried and the thin decals often tore when trimmed while wet. Instead, I carefully cut out a paper template for each panel, transferred the outline to the decal, and cut each panel to size with scissors. I applied every other panel and let them dry thoroughly before filling in the empty spaces.



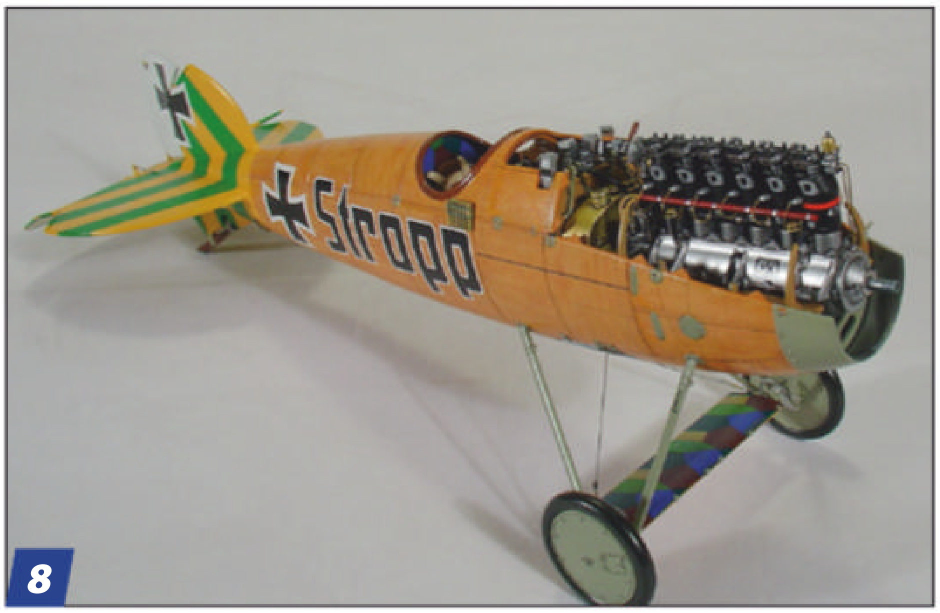
6

Solvaset helped the decals settle over raised details I picked out with pale gray-green primer later. To replicate the rows of nail heads securing the plywood panels to the fuselage framework, I used a draftsman's pencil and a strip of Dymo labeling tape as a guide. There are many photographs that show the proper lines of nail heads to be duplicated. This can take a while, but the results are worth the effort. The sharpened pencil was also used to darken the recessed panel lines lightly.



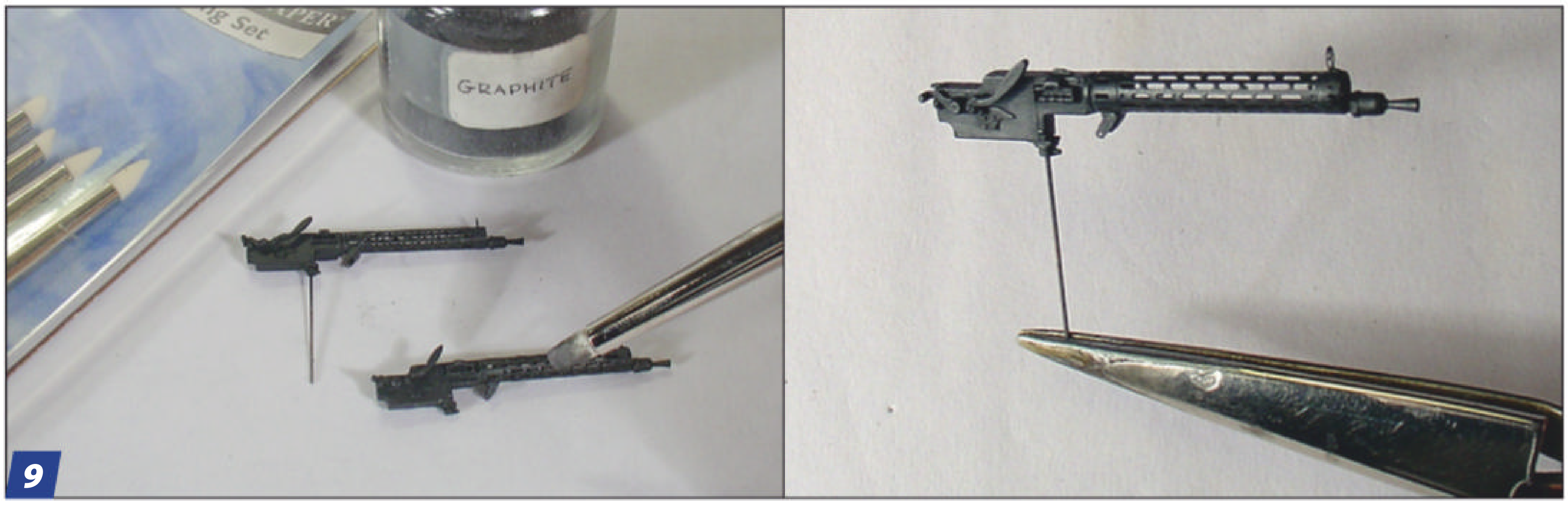
7

After getting the aircraft up on its gear, I applied the kit decals for Stropp. This was out of sequence as indicated by the directions, which called for the wings to be mounted as the next step. But I like to see the aircraft take form as the original did and this won't interfere with mounting the wings. I attached and rigged the elevator and rudder.



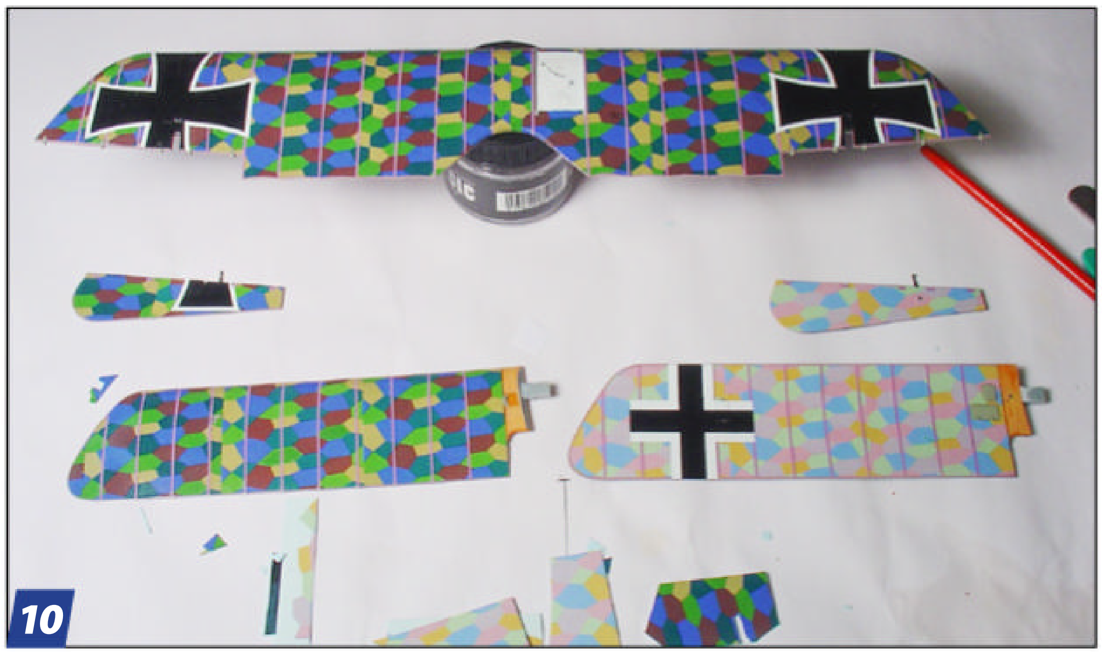
8

The engine was temporarily mounted so I could decide whether to attach the engine panels later. This would hide all the details of the lower part of the engine, so I decided to leave the engine bay open. Now, all the work put into detailing the engine would be visible with the panels lying on the ground.

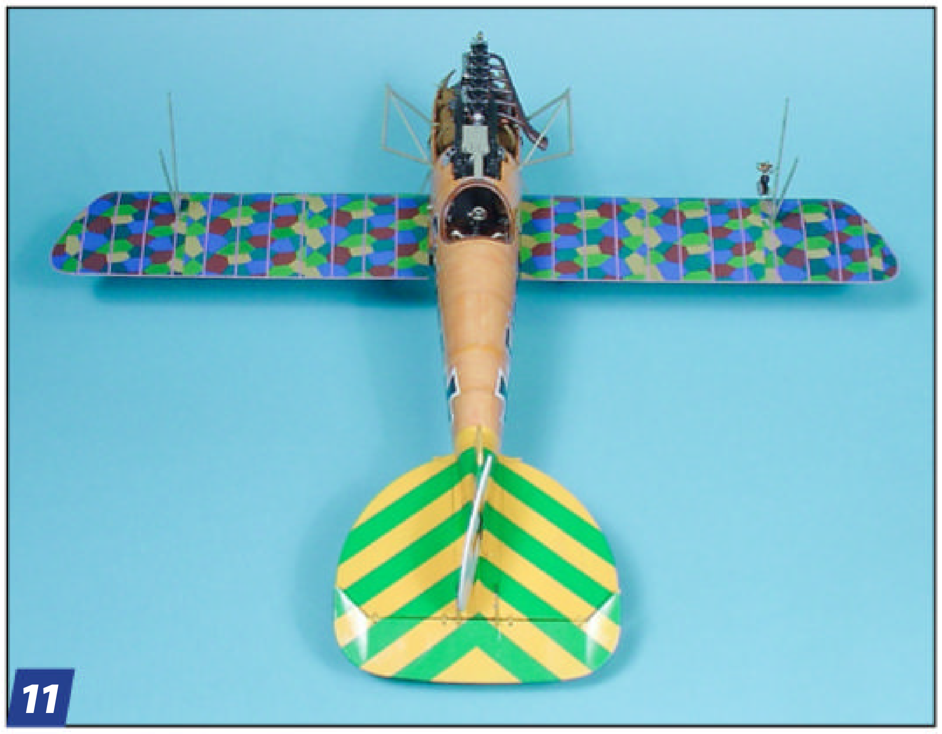


9

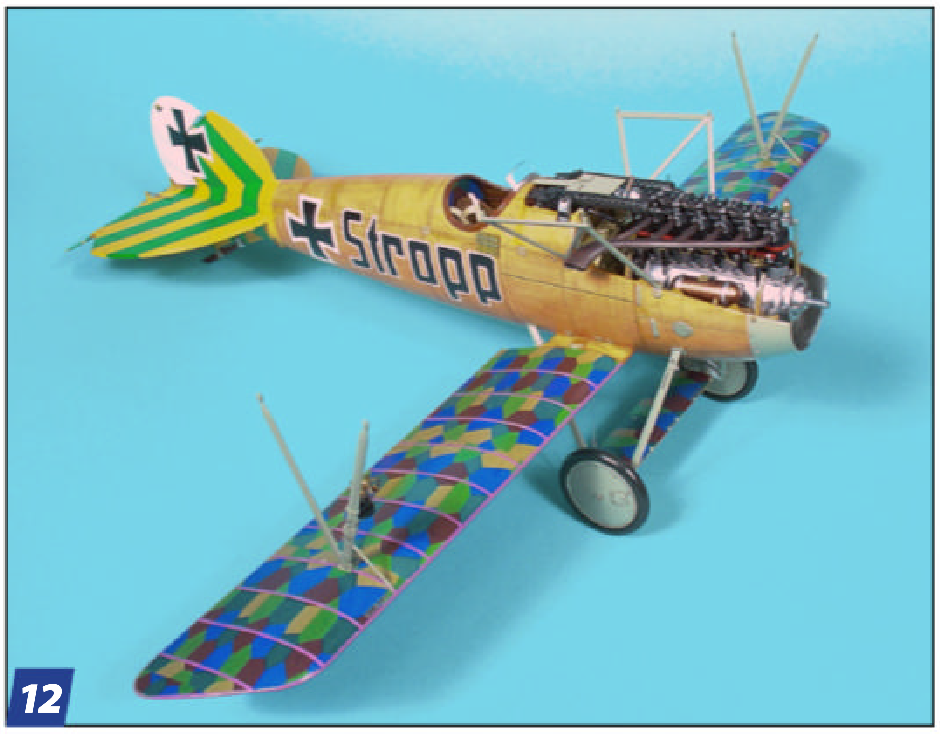
I cut and modified the kit LMG 08/15 Spandau machine guns to accept Master Models turned-brass barrels, cooling jackets, and muzzle boosters with the conical flash hiders. After airbrushing them with Tamiya NATO Black (No. XF-69), I applied graphite powder, rubbing it into the surface with a chisel-tipped Colour Shaper, a silicone art tool. The result is a convincing gunmetal sheen.


10

Three sets of Wingnut Wings aftermarket decals were used on the wings: 5-color upper surface lozenge camouflage, 5-color lower surface lozenge camouflage, and rib tapes. The latter were applied individually chordwise on the wings but not on the ailerons. The instructions recommend against using any sort of decal setting solution because the Cartograf decals are thin and fragile and can be damaged by such solutions. Instead, they advise using a hair dryer to persuade the decals to conform. I found a very weak, water-diluted solution of Solvaset was necessary. The stripes did not want to conform to the very thin trailing edges of the wings, so I mixed a salmon color from Tamiya paints and hand-painted them. It was a tedious and fiddly process, but one with a better appearance.

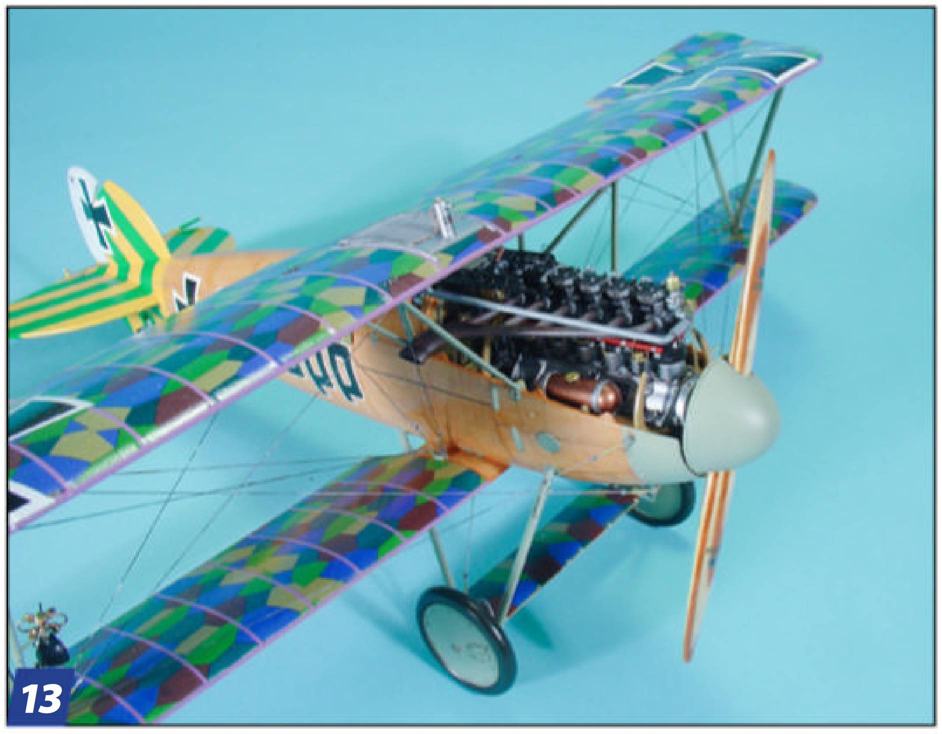

11

The lower wings were attached, the cabane and interplane struts glued on, and the engine and oil tank installed. I made throttle rods from the cockpit to the carburetor quadrant using .008-inch brass wire, then mounted the machine guns. Small gaps between the receivers and the ammunition feed and empty belt chutes were filled with white glue and painted. It's starting to look like an airplane!

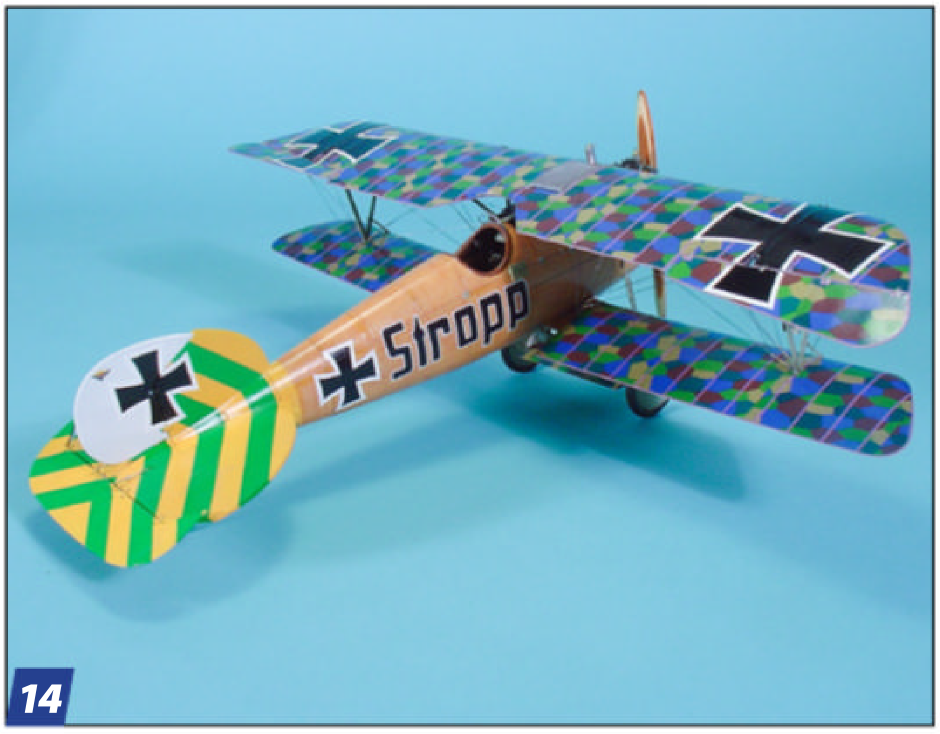


12

I painted the exhaust pipe brown and lightly applied rust pastel powder before rubbing it down with graphite on Colour Shapers. Note the Gaspatch German anemometer or airspeed indicator mounted on the right interplane strut.

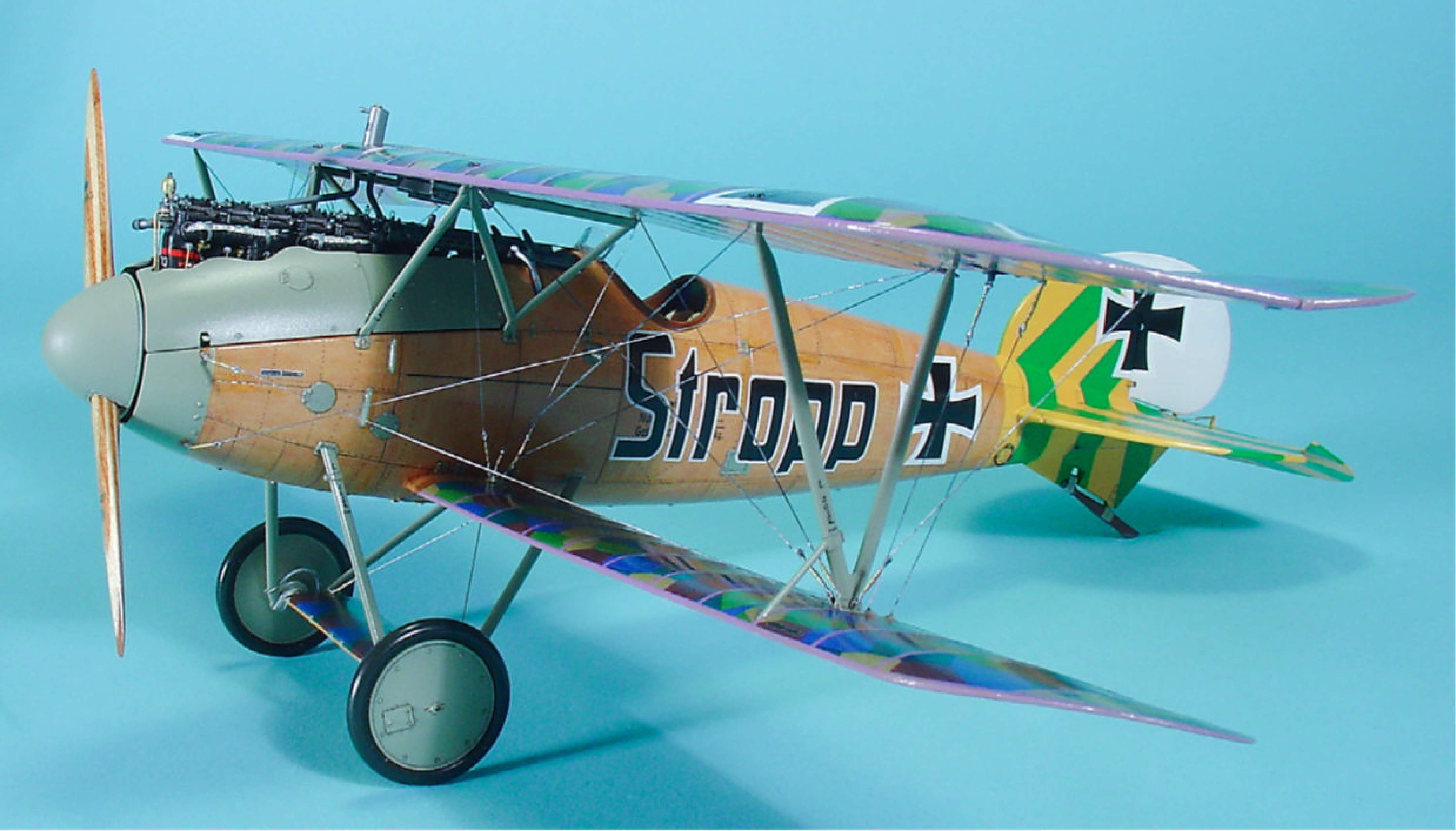

13

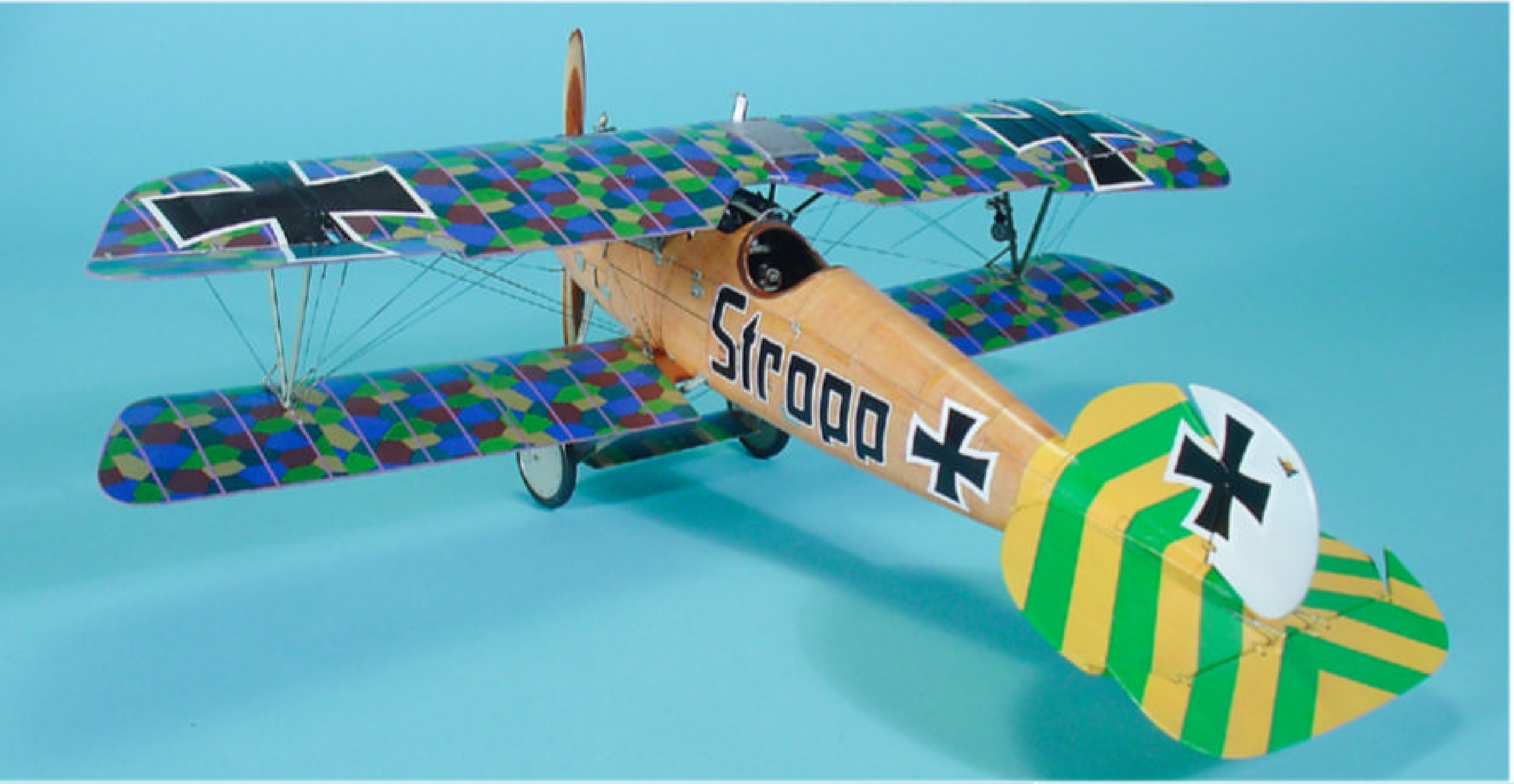
To rig the biplane, I used EZ Line with Gaspatch turnbuckles. The EZ line was black but the rigging should be silver. Experiments showed lacquers wrinkled and curled the EZ Line, but Testors Silver enamel had no effect. I painted the lines once they were on the model.



14

All of the kit's control surfaces are separate and I deflected them to make the model appear more candid. The left aileron is up, the right one is down, the elevator is down, and the rudder is turned to the left.





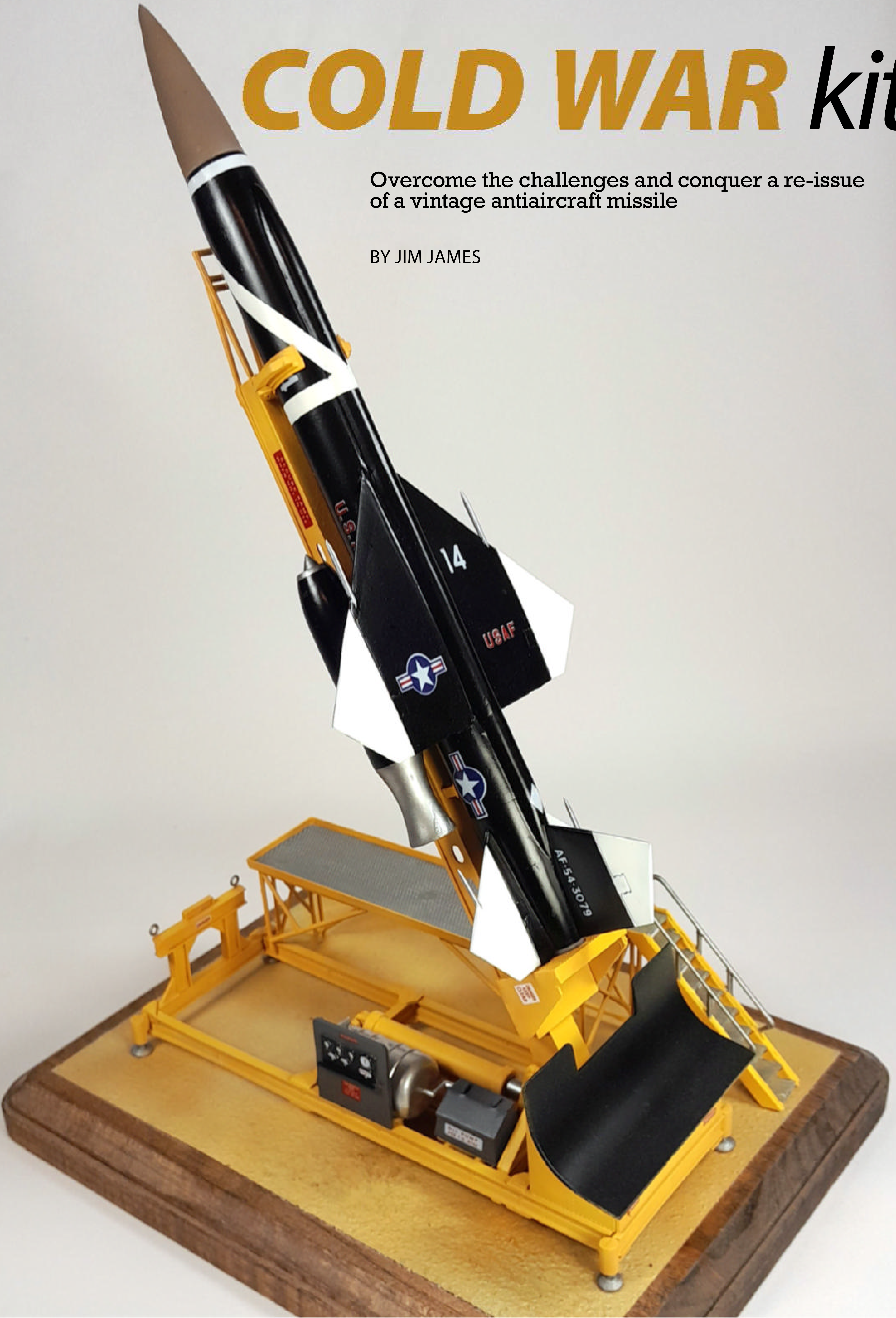
FINAL THOUGHTS

I SPENT 208 HOURS over five months building my Albatros, not including research and poring over hundreds of photos. The model has 727 parts including rigging and decals and was an incredibly enjoyable build! Would I do another? I now have 24 Wingnut Wings kits in my stash, if that answers that question! **FSM**

COLD WAR *kit,*

Overcome the challenges and conquer a re-issue of a vintage antiaircraft missile

BY JIM JAMES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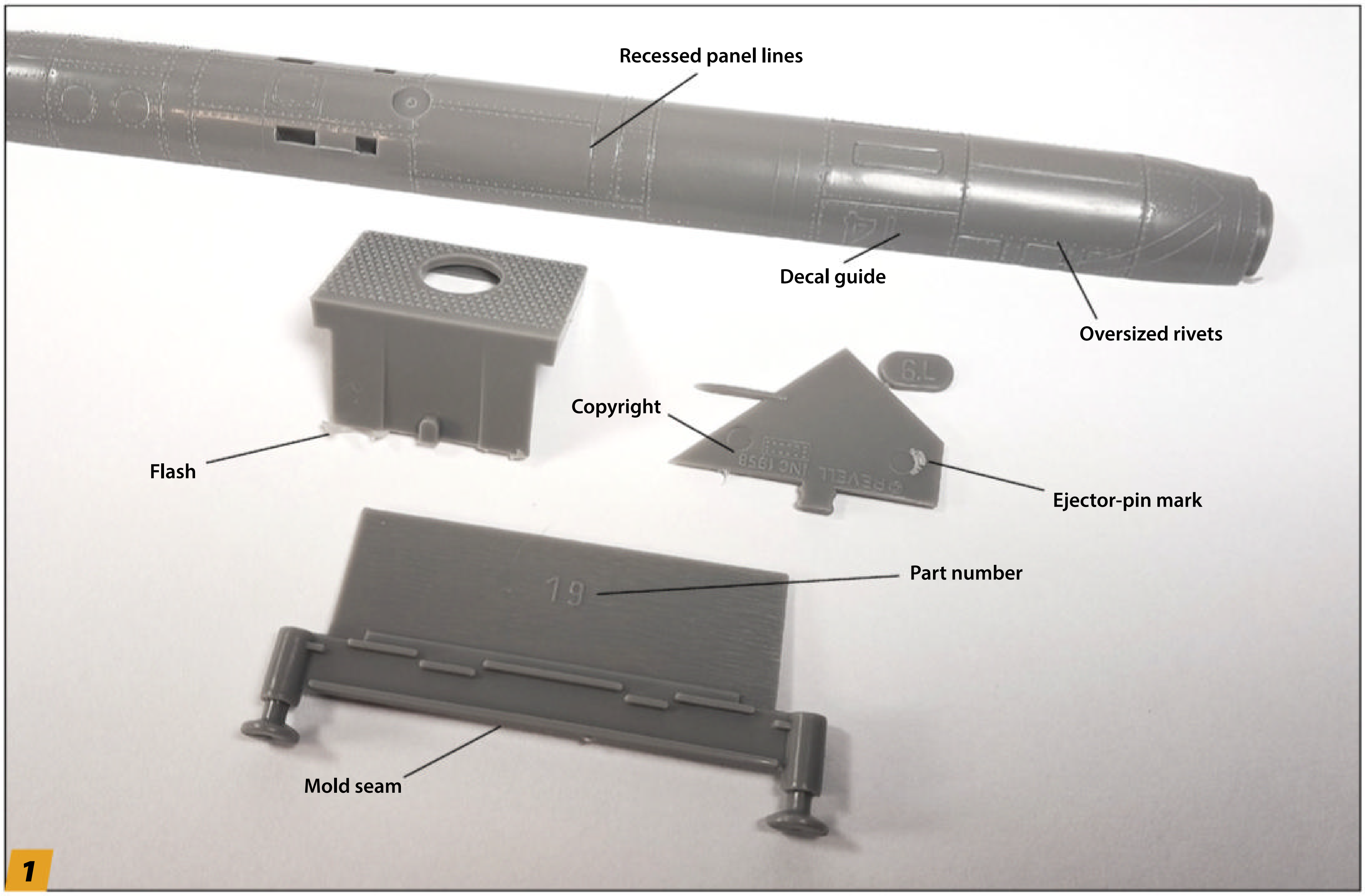
COLD WAR defender

Cruising at Mach 2.5 and designed to intercept high-altitude bombers, the ramjet powered Boeing IM-99 Bomarc (short for Boeing Michigan Aeronautical Research Center) surface-to-air missile was introduced as ICBMs were replacing bombers. Almost obsolete at its introduction, and with one site operational in 1959, the planned 52 sites were soon reduced to eight. The first Bomarc site closed in 1969, with the last installation shut down in April 1972.

Revell introduced its Bomarc model kit in 1959, and it's been a fan favorite with reissues in 1970, 1982, and 2016. Now, Atlantis Models has added the Bomarc to its extensive catalog. I purchased an original kit online but was fortunate enough to also get a test shot from Atlantis.

The Atlantis Models reissue (like previous Revell reissues) is a reproduction of the original 1959 kit and features oversized rivets, deep panel lines, and ejector-pin marks typical of older kits. On the plus side, the kit now comes with decals for an early preproduction missile, and in-service USAF, and Canadian Bomarcs.

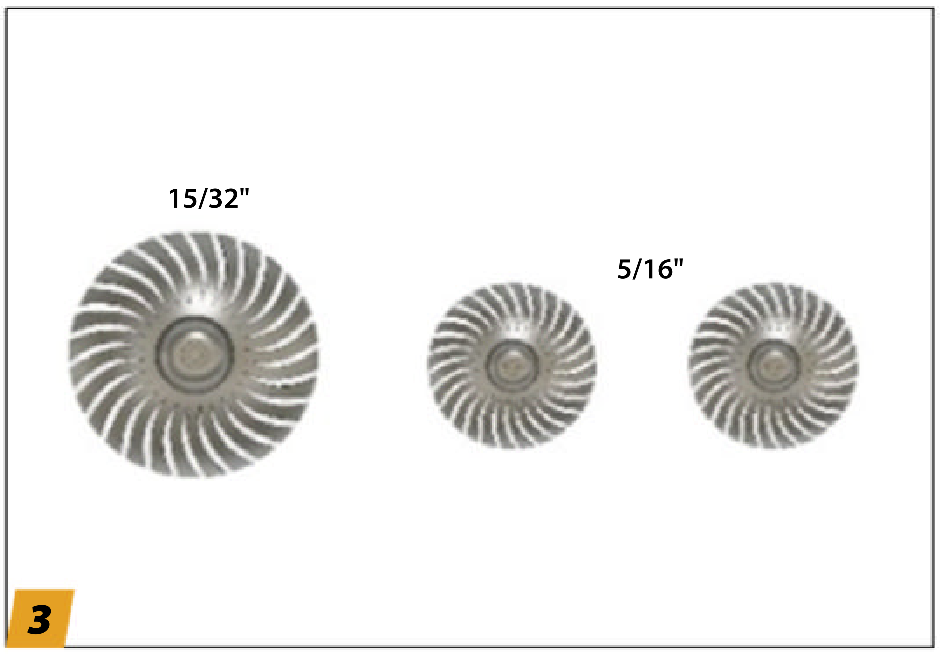
Online research revealed little consistency in color schemes, making it difficult to model an accurate Bomarc; most pictures are either black and white or of repainted museum pieces. I couldn't even verify the accuracy of the kit decals. Colors for the launch cradle also vary but most show a shade of yellow rather than the gray suggested in the model's instructions. Research revealed the kit ramjets are correct for the early version. Production missiles had a straight rear nozzle, which would be easy to replicate with paper or thin sheet styrene. I opted to build the model out of the box in its early black color scheme — with a few modifications.



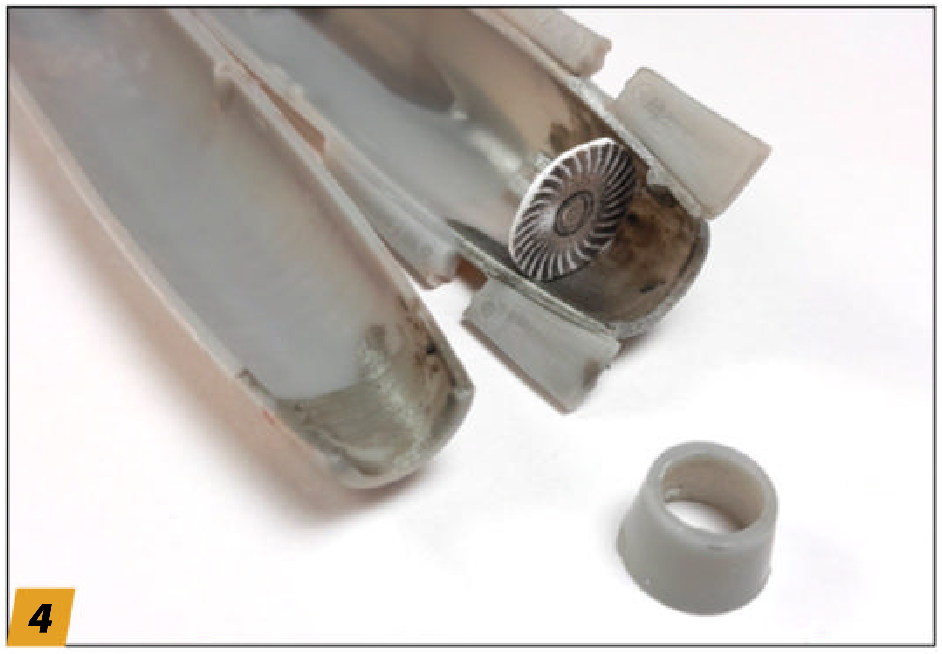
The parts are characteristic of '50s era kits — oversized rivets, deep engraved panel lines, ejector-pin marks, decal placement guides, raised part numbers, and old Revell copyrights. I sanded the body, wings, fins, and ramjet halves to remove the rivets and other raised detail with 400-grit sandpaper and sanding sticks. After that, it was basic cleanup to remove flash and eliminate mold seams.

GLAZING & SPOT PUTTY
P400

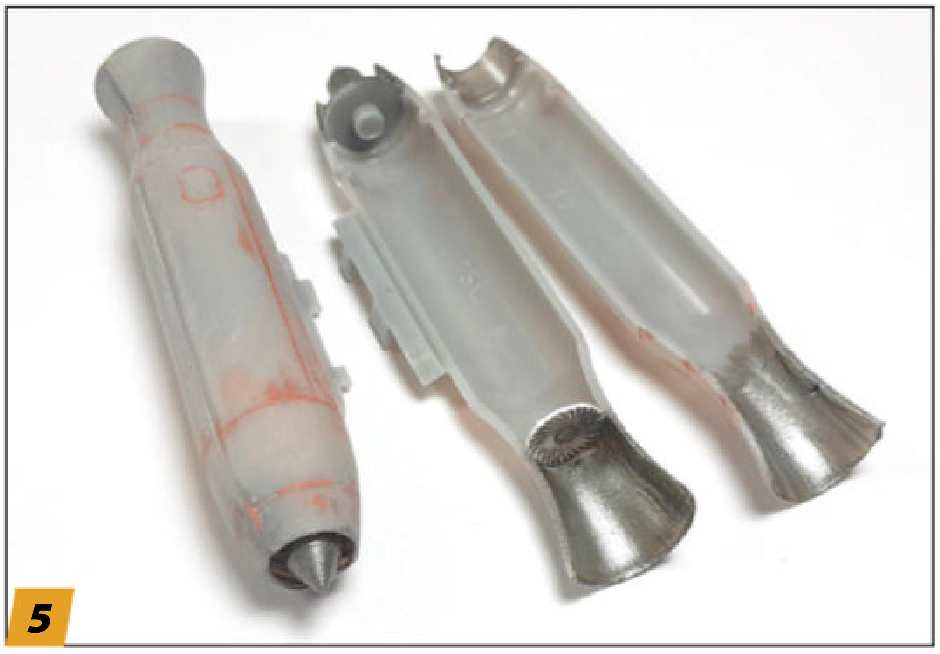
2 I filled the panel lines and ejector-pin marks with 3M Bondo Glazing and Spot Putty (No. 907), which you can find at auto-supply stores. This soft putty sands easily; I use 400-grit sandpaper, wash the parts with soap and water, and then let them air dry.



3 There's no interior detail, so I came up with this easy fix. Scan or copy this fan blade art so that the larger fan is 15/32-inch in diameter and the smaller fans are 5/16-inch. Glue the copies to .040-inch styrene sheet, cut them out to size, and check the fit.

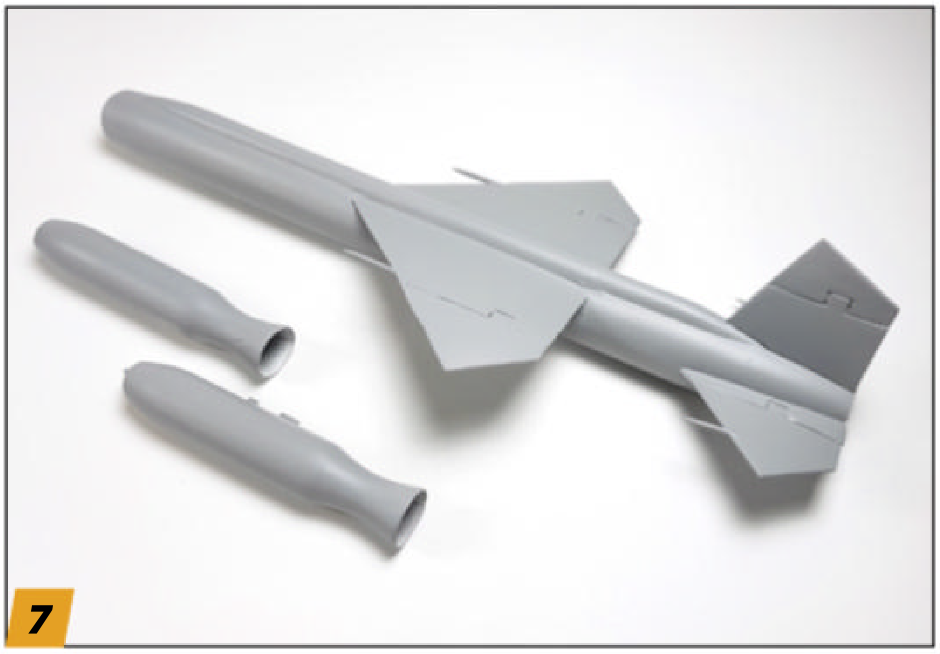


4 I hollowed the rear of the missile and thinned the wall of the tail cone. I painted the inside of the rear missile body with AK Interactive Extreme Metal Dark Aluminum (No. AK480) and attached the larger fan piece to one half with medium viscosity superglue before assembling the body.

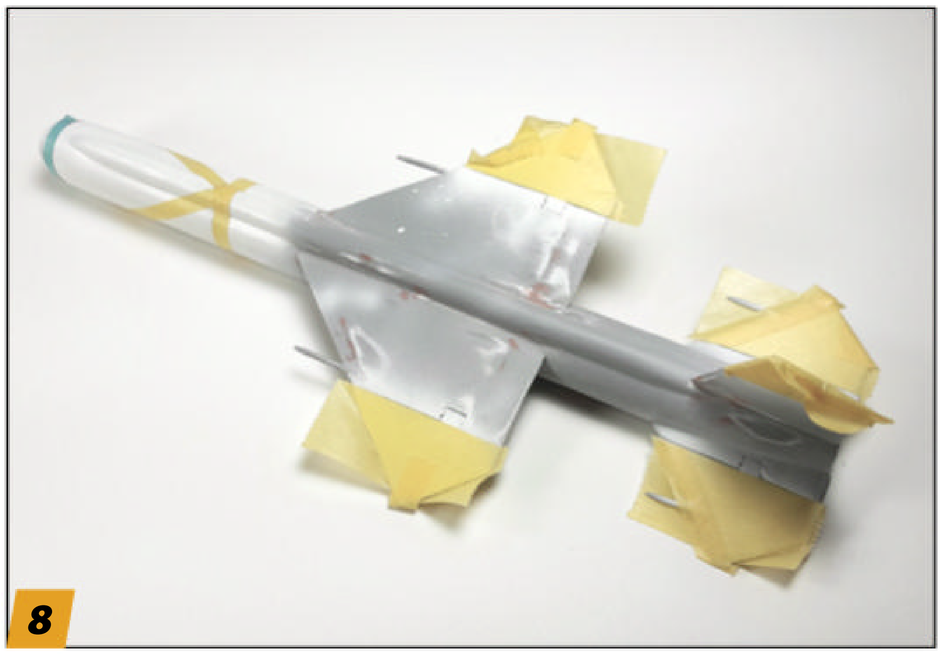


5 I duplicated the fan process for the ramjets after grinding away locator pins just inside the nozzles and positioning the smaller fans inside the ramjet halves. The engine nose cones were glued in place, painted dark aluminum, and the ramjet halves glued together.

6 After gluing the main wing to the missile and filling the joins, I sprayed all the subassemblies with white Tamiya Fine Surface Primer to reveal blemishes or gaps needing repair. I patched these areas with Bondo, sanded them smooth, and washed the parts with soap and water.

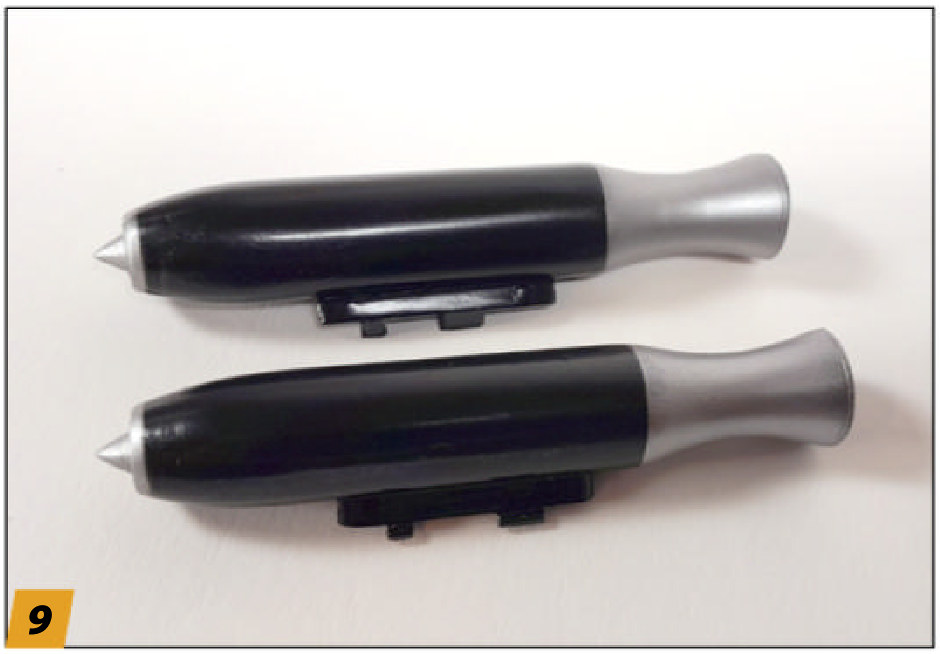


7 I attached the tips to the wings and fins. The joints between the wings and the tips are visible on full-size Bomarcs so don't eliminate them. The kit's main wingtips do not align precisely with the inner wings, so a little surgery on the leading and trailing edges was needed.



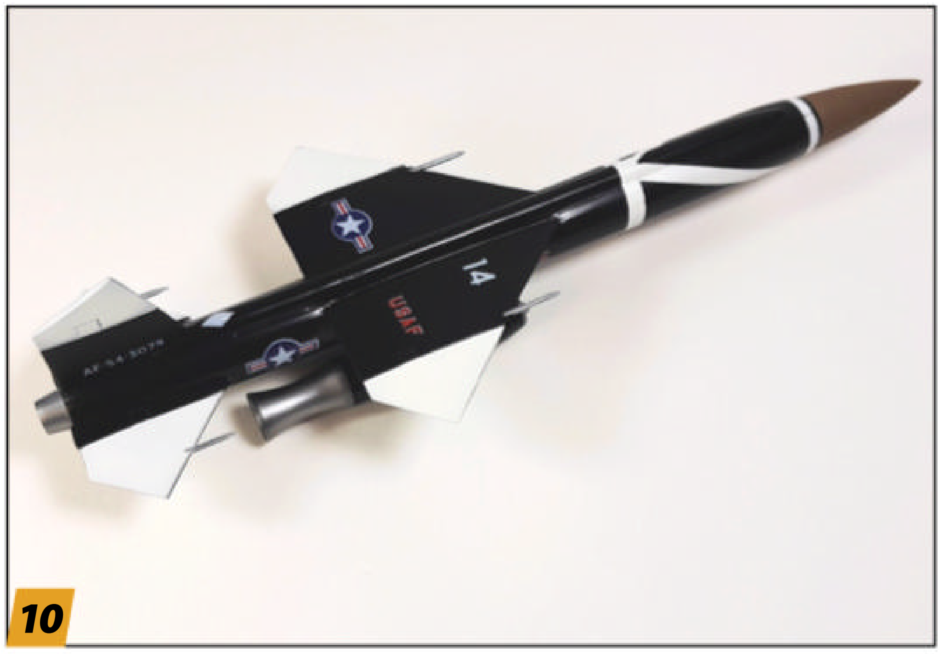
8

Although the kit includes white stripe decals for the missile's nose, I airbrushed that area and the wing and fin tips with Tamiya Flat White (No. XF-2) over Mr. Surfacer 1000. After masking the stripe as well as the tips of the wings and fins, I airbrushed Tamiya Black (No. X-1).



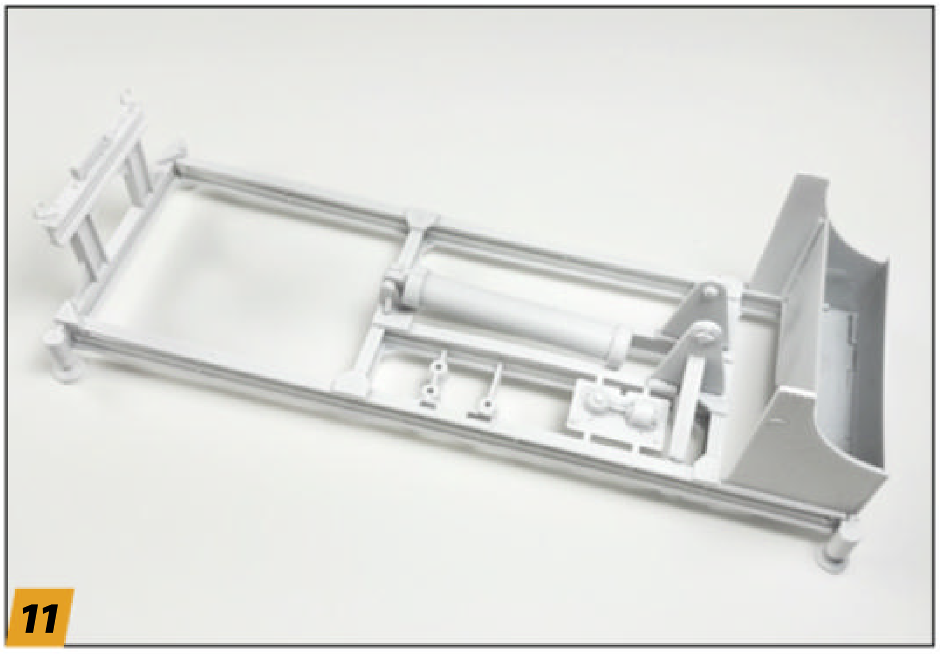
9

The ramjets were airbrushed black. I masked the main body of each and painted the front rim and tail dark aluminum. The inside of ramjet intakes and exhausts were touched up with more dark aluminum.



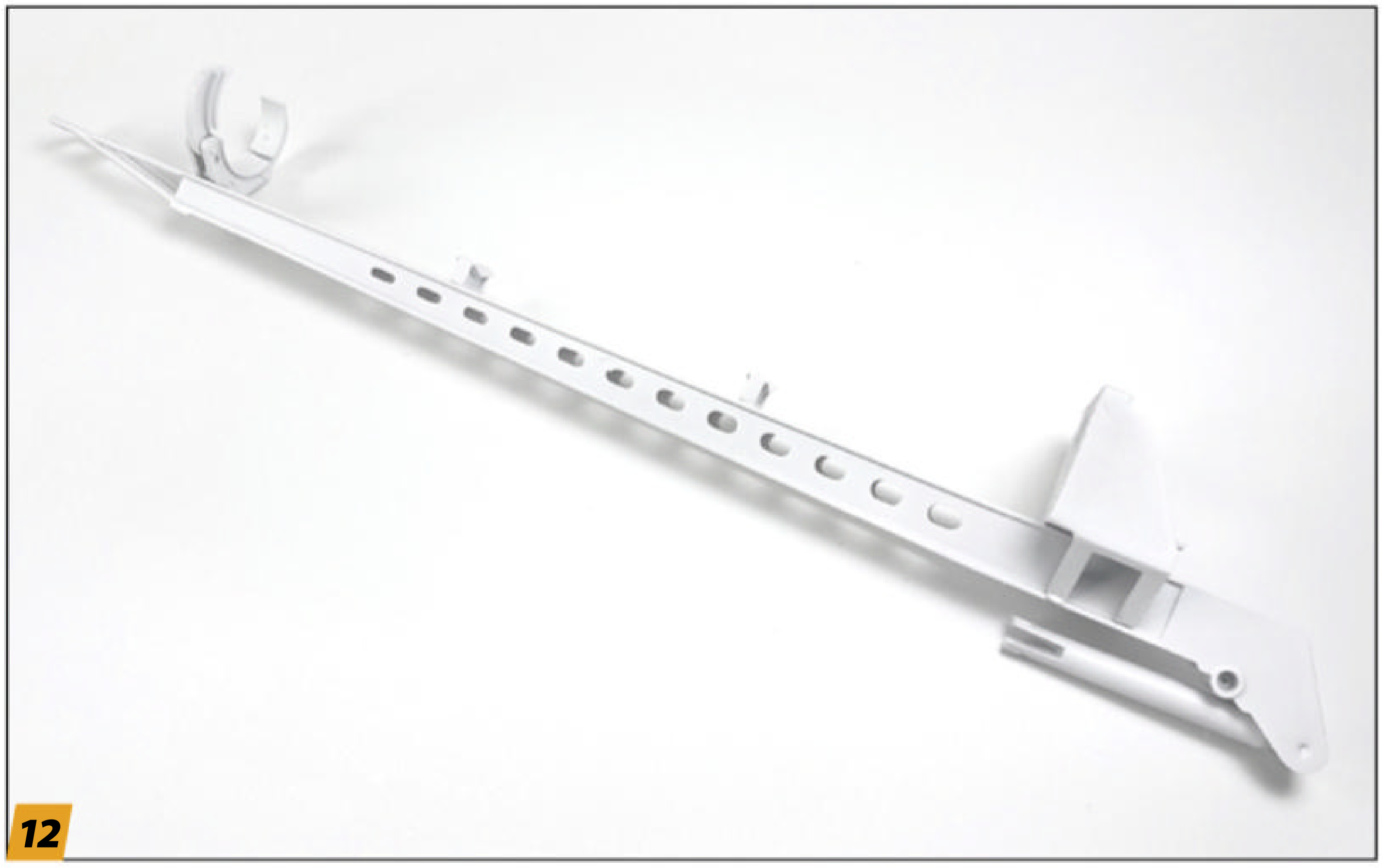
10

Although the kit calls for tan, references suggest the nose cone should be dark earth; I painted the rocket exhaust dark aluminum. I applied the decals and sealed them with semigloss clear; I left the nose cone with a flat finish. The wing and tail antennas were painted silver.



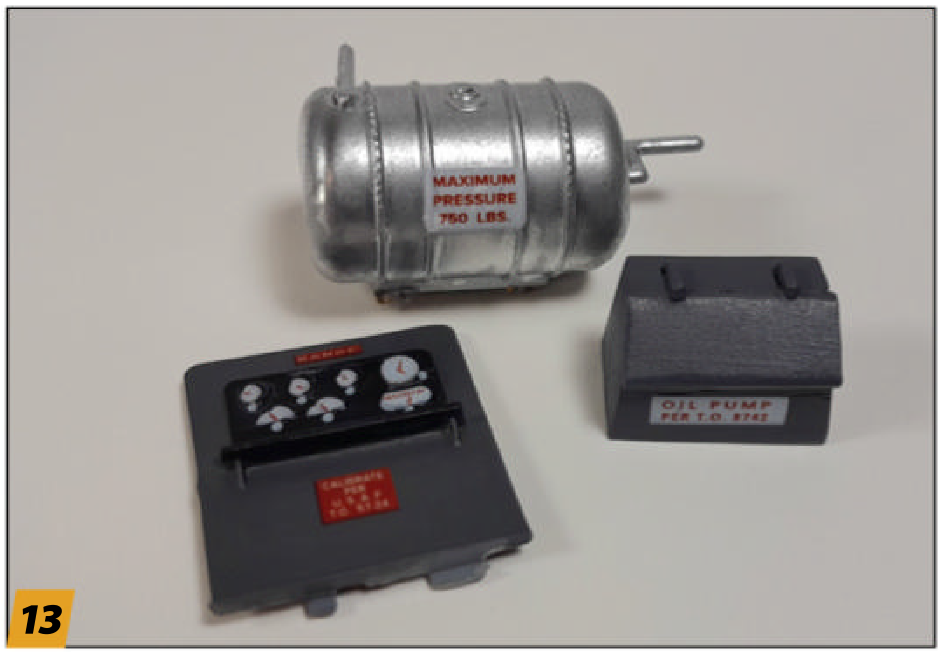
11

Carefully align the upper and lower halves of the launcher base when gluing them together. I added the rest of the parts using superglue to attach the pivot rod (Part 20) that elevates the launch rail. I left the blast shield (Part 27) separate and sprayed the base with white primer.



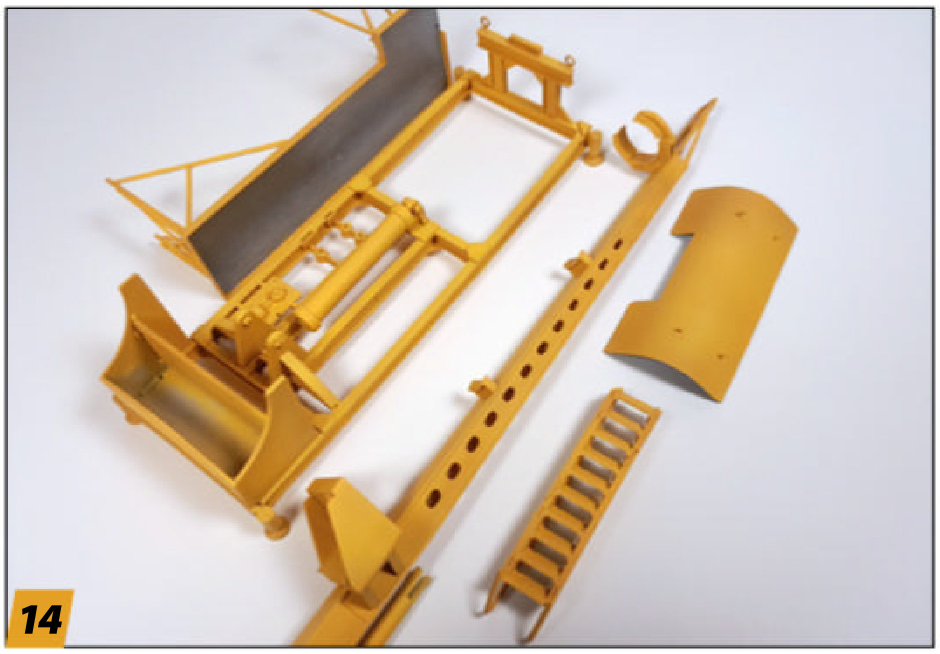
12

Before assembling the launch rail, test-fit the hydraulic elevating piston with the hydraulic cylinder on the base and sand as needed for smooth operation. The assembly instructions are a bit vague, but I glued the launch rail support (Part 35) and the support blast shield (Part 36) to the rail before attaching the side supports (parts 37R and 38L). It was also primed.



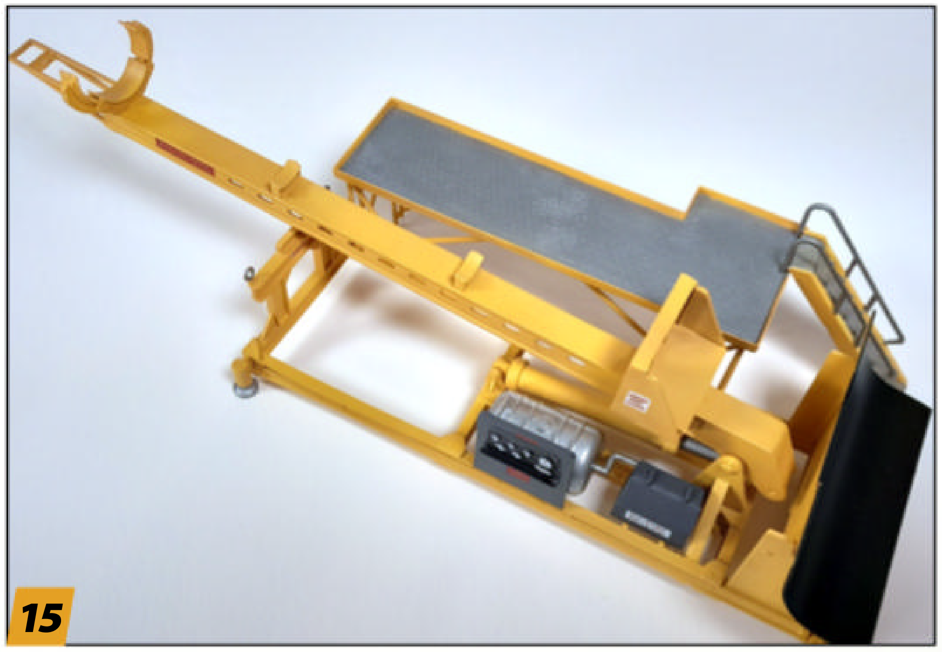
13

I cleaned up the seam on the compressor tank, sanded the part number off the instrument panel, and glued the pump box lid shut, bending the pump box hinges into the closed position. The tank was painted silver, the pump box and panel Tamiya Dark gray (No. XF-24). After painting the panel insert black, I added the kit decals, using Microscale Micro Sol to set the decal dials onto the panel.



14

Although some pictures show a gray base and yellow launch rail, I airbrushed the entire launch assembly with Revell Aqua Color Gelb (No. 36115) and post-shaded with a mix of gelb and a little Revell Dark Earth RAF (No. 16182) to tone down the yellow's brightness.

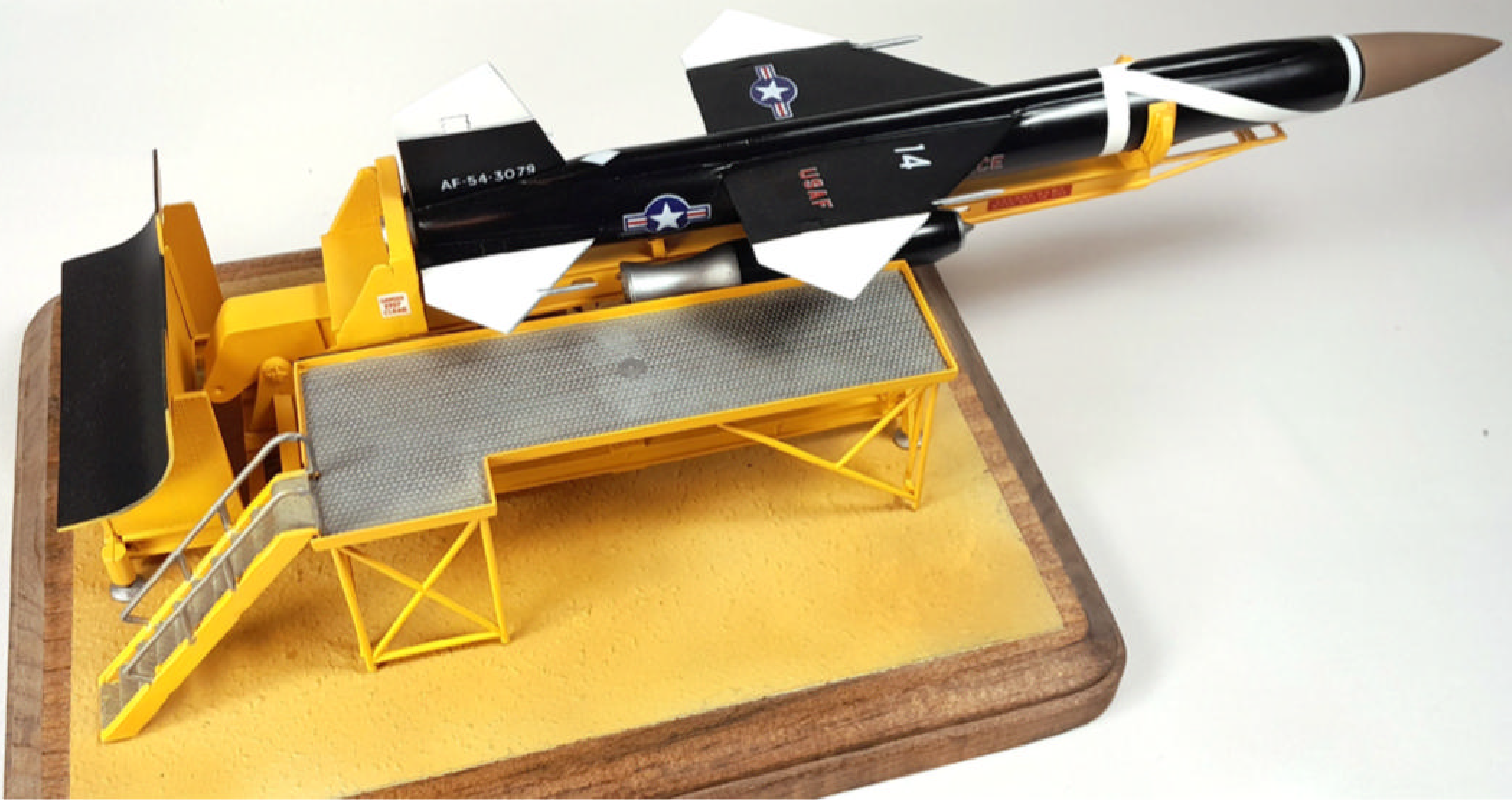


15

The blast shield was painted Tamiya Flat Black (No. XF-1) and glued in place. I flat coated the entire cradle before attaching the panel, pump box, and tank. No photos show the maintenance platform in place, so it can be left off if desired.

FINAL THOUGHTS

I PLACED THE KIT BASE on a wooden base recycled from an older build that worked perfectly for the Bomarc. I positioned the missile on the launch rail and added the platform alongside. Now, all I had to do was elevate the rail to the launch position and I was ready to take on those pesky Russian bombers. This is an old kit that deserved a re-pop despite its faults. Thank you, Atlantis Models, for bringing it back. **FSM**



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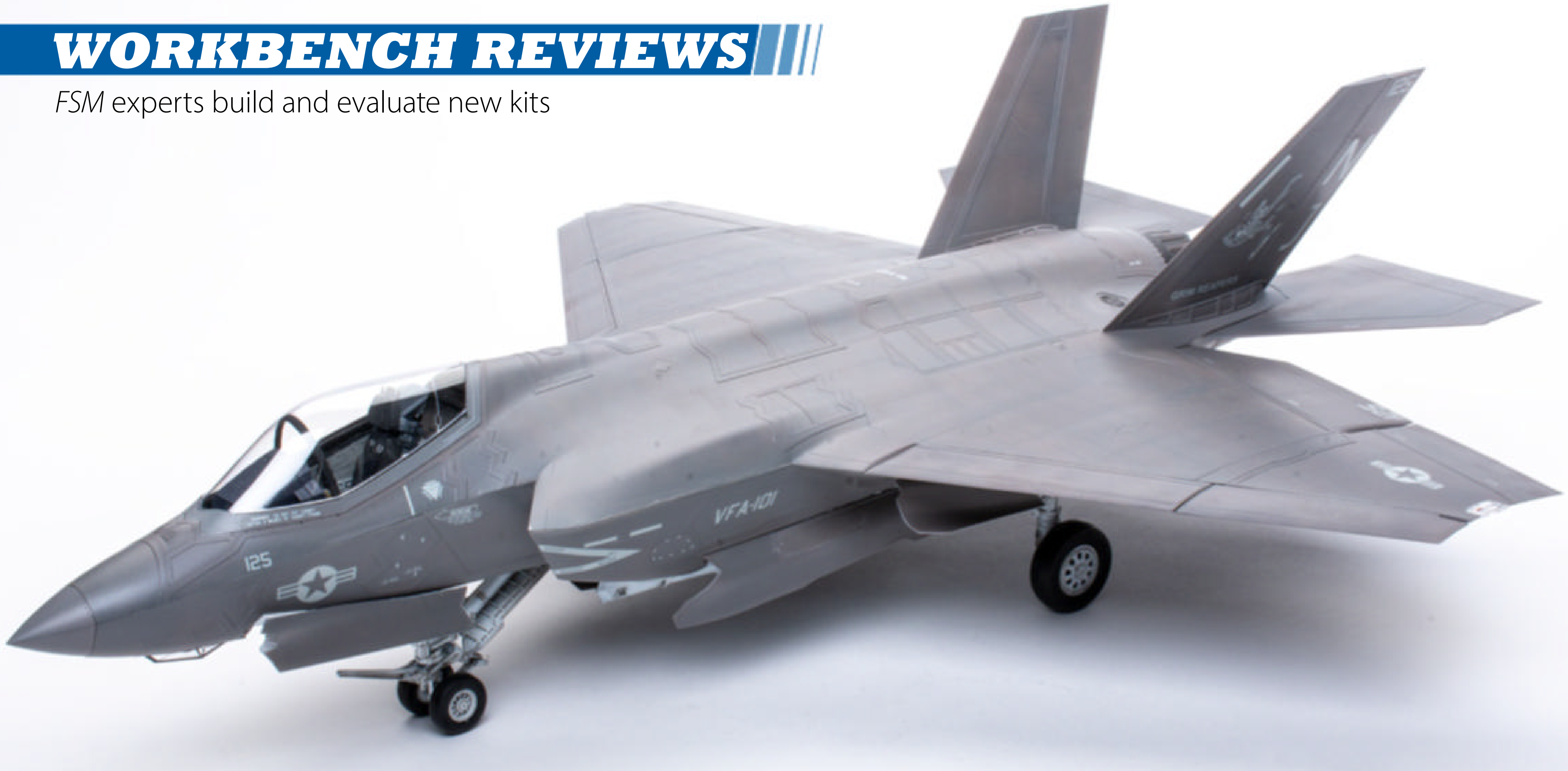


Trumpeter F-35C Lightning II

Lockheed-Martin's F-35C is the U.S. Navy's big-wing version of the wonder-fighter and the latest of the fifth generation of stealth aircraft to go into service. Characterized by high-tech features combined with brutal thrust, the F-35 can sneak up on a target with stealth or go full-on "beast mode," bristling with underwing weapons and not caring who sees it coming.

Trumpeter's all-new 1/32 scale F-35C can be built either way, provided you do a bit of your own research. All the weapons and pylons are there for a full beast-mode loadout, but if you truly want to model it in stealth mode, you need to forego the radar augmentation antennas (parts B11, B13, B14, B15, and B16). Unmentioned in the instructions, all but B13 and B14 require you to drill holes, while these two antennas slot into sockets in the upper wing. I sliced them off at the surface of the wing.

F-35C Lightning
1/32 SCALE

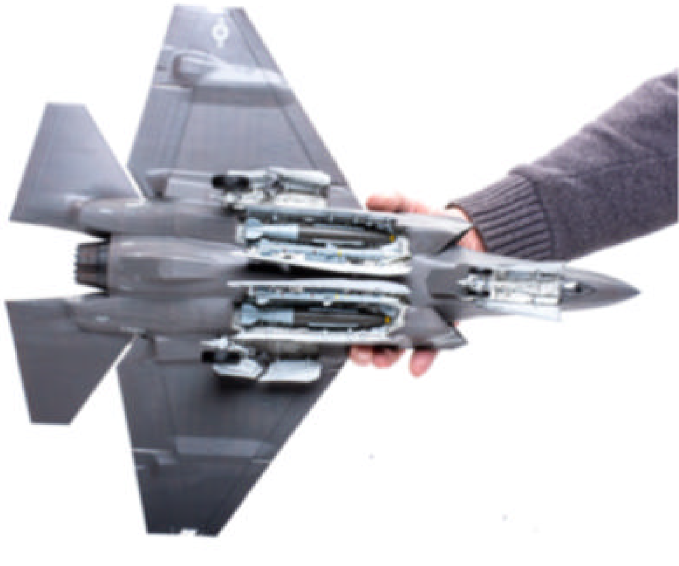
Kit No.: 03230 **Scale:** 1/32
Mfr.: Trumpeter, trumpeter-china.com (Sample courtesy of Model Rectifier Corp, modelrectifier.com) **Price:** $249.99
Comments: Injection-molded plastic (gray and clear); 394 parts (11 photo-etched metal; 4 black vinyl tires); decals
Pros: Excellent parts fit **Cons:** Design concessions; complicated tailhook design; rubber tires

That is not the only area to modify if you wish the kit to represent a configuration regularly seen on the boat: The tailhook assembly, as supplied, can only be mounted extended, even though Trumpeter includes a "squatted" nose gear assembly set for catapult launch. Leaving off the hook and modifying the doors to allow them to shut is a relatively simple modification.

The kit comes with full weapons- and landing-gear-bay detail, a detailed engine, and a nicely detailed cockpit, complete with photo-etched metal seat belts. Rubber tires round out the packed box. The fuselage halves are split horizontally and include nicely rendered surface detail. As is commonly found with other Lightning kits, Trumpeter overdoes the sealing joints surrounding stealth panels. However, the latest one-color paint schemes for the jet make the exaggeration less pronounced.

The cockpit assembly is simple — there aren't many items in the real thing — but looks convincing under the crystal-clear canopy. The nineteen-part seat looks the part, and the included instrument panel decals fit perfectly. The whole assembly is an extremely tight fit into the upper fuselage half. I recommend leaving the seat out until the tub is in place.

Tab-and-slot walls for the weapons and gear bays comprise the rest of the interior. The fit is perfect, almost negating the need for glue. Given the amount and sheer size of the all-white weapons and gear bays, I prepainted the areas around the bay openings to help with masking later in the build. I mounted the numerous detail parts into the bays after assembling the fuselage.



Trumpeter's instructions have you drill holes for the underwing weapons pylons but do not tell you that it is an option only for beast mode.

The extensively-detailed engine includes numerous parts — none of which are remotely visible. I left all parts off the engine except the final afterburner ring assembly (parts L5 and L8). Leave the exhaust cone off until the end of the build to keep from needing to mask it. Don't worry: The cone slots tightly in place.

You can't see the turbine blades from the front, so you needn't bother painting them.

Trumpeter includes full intake trunking, and parts C5 and C10 make up the sidewalls of the fuselage. I mounted them to the lower fuselage to ensure the join line was not visible and to allow them to be painted gray without the need for complicated masking.

If you follow this path, assemble the rest of the intake only after you slot them in place with the engine mounted. The lower fuselage is packed with subassemblies, but they all fit tightly, and assembling the upper fuselage leaves only minimal gaps to address.

The rest of the kit goes together quickly with little fuss. The flaps need careful filling and re-scribing on their lower surfaces due to the unfortunate placement of the join line.

Be aware that the main landing gear leg illustrations are reversed in name, but the part callouts are all correct.

If you leave off the nose gear for painting like I did, make sure not to mount the main trunnion (Part D6) until you mount the gear leg — I put it in place early and had to trim significant portions of the mounting pin and rear support leg to allow it to slot in place.

I finished the weapons separately without difficulty, although they took time to paint and decal. The gear and weapons doors have robust hinges, and I recommend finishing them separately, too.

The painting started with an undercoat of AK Real Color Have Glass Grey No. RC245), which I found was too brown. This was then over-sprayed with MR Paint Camouflage Grey FS36170 (No. MRP-280), followed by a coat of Have Glass Special Matt Varnish (No. MRP-278) to give the Lightning that special sparkle you see in photos.

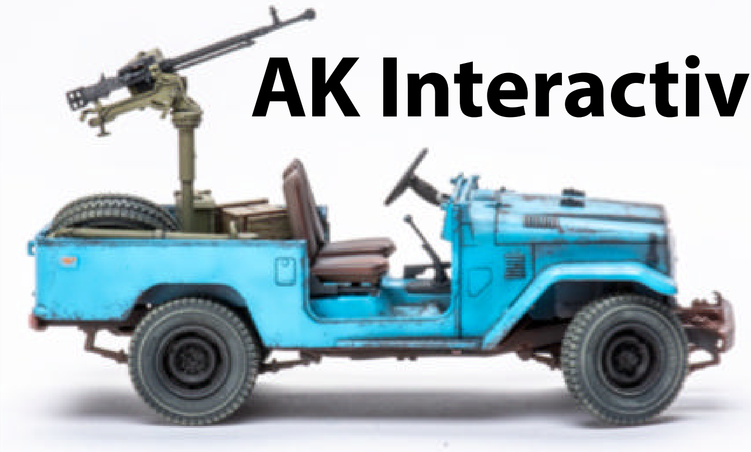
I left the seat out to easily mask the cockpit, and the canopy framework was painted separately. This tightly fitting part was glued down, followed by the canopy.

The decals went on well but required care — they did not like to move unless floated into place.

This beast took just under 50 hours. It included some unexpected extra work — for instance, the disappointing need to modify the tailhook assembly. But, by and large, the fit was excellent, and the detail was quite good.

Trumpeter's 1/32 scale F-35C Lightning II kit makes an impressive model when finished and will definitely not be very stealthy on your shelf.

– Chuck Davis



AK Interactive FJ43 pickup with DShKM

For its first foray into plastic kits, AK Interactive has released two Toyota FJ43s, a vehicle seen on battlefields around the world from the 1960s to the mid-80s with many different armaments. This review is for the FJ43 pickup with DShKM mounted in the rear, not the hardtop (No. AK35001).

The J40 series of trucks had a few variants: The F in the FJ40 denotes gasoline-powered; the BJ40s were diesel-powered. The 43 indicates a slightly longer Land Cruiser body than the FJ40, with an extra foot of cargo space in the back.

Construction begins with the tires. You can choose between civilian-looking all-terrain tires or chunky, military-style off-roaders. Both options are well-molded and have crisp lettering on the sidewalls.

Turning to the frame, the large, illustrated instructions make part location easy. The only place where this isn't true is on some of the suspension components. Shown in black, it makes judging the correct orientation a little difficult.

There are three options for the steering rack, with separate parts to position the wheels straight or turned, to the left or right.

Some quick internet research of FJ43s used in the field yields plenty of photos of these vehicles in different states of disrepair. AK Interactive helps you achieve some of this when building the model's body. For instance, you can build the truck with the tailgate up, down, or missing, and the same goes for the windshield and doors. The kit also provides parts for roll bars and aftermarket off-road lights.

When finishing the FJ43, I installed the Russian DShKM machine gun in the rear with the extra stowage included in the kit. There are plenty of opportunities to add even more stowage, if you're so inclined, for a really lived-in look.

The kit includes markings for four vehicles, all shown on large, full-color pages. I chose the bright blue option that matched the box art because it was striking and colorful. Plus, it would contrast well with dirt, rust, and stowage. Other options include a 1987 Toyota in Chad and two FJ43s used in Lebanon in the early and mid-1980s.

I wholeheartedly recommend AK Interactive's 1/35 scale FJ43 pickup kit for any modeler. The lower parts count and smaller finished model size make it a fairly quick build with tons of weathering and diorama options. And it doesn't take up a large amount of room! I have some ideas for building the hardtop version as a civilian or safari vehicle.

– Chris Cortez

FJ43 PICKUP with DShKM
AK
1:35 SCALE
AK35002

Kit No.: AK35002 **Scale:** 1/35
Mfr.: AK Interactive (Sample courtesy of manufacturer) **Price:** $74.99
Comments: Injection-molded plastic (gray, clear); 193 parts (2 photo-etched metal); decals **Pros:** First time the subject is molded in plastic; detailed instructions; many build options **Cons:** Instructions colors make it hard to interpret the part orientation

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ak-interactive.com	53
ARA Press	4
Aves Studio	4
Cult TV Man	6
Evergreen Scale Models	4
Fantastic Plastic Models	56
Flex I File	4
Glenn Hoover Models, LLC	56
Great Scale Modeling 2023	6
Megahobby.com	56
Micro-Mark	11
Modeling Military Figures	9
Model Rectifier Corp	2
Monster Hobbies	4
Proxxon	11
Round 2, LLC	59
Tamiya America, Inc.	60
TotalNavy.com	56

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By Tim Boyd

Revell Beatnik Bandit II

Ed Roth and Revell team up one last time

REVELL BEATNIK BANDIT II

Kit No.: 85-7618
Introduced: 1996
Present Value: $20

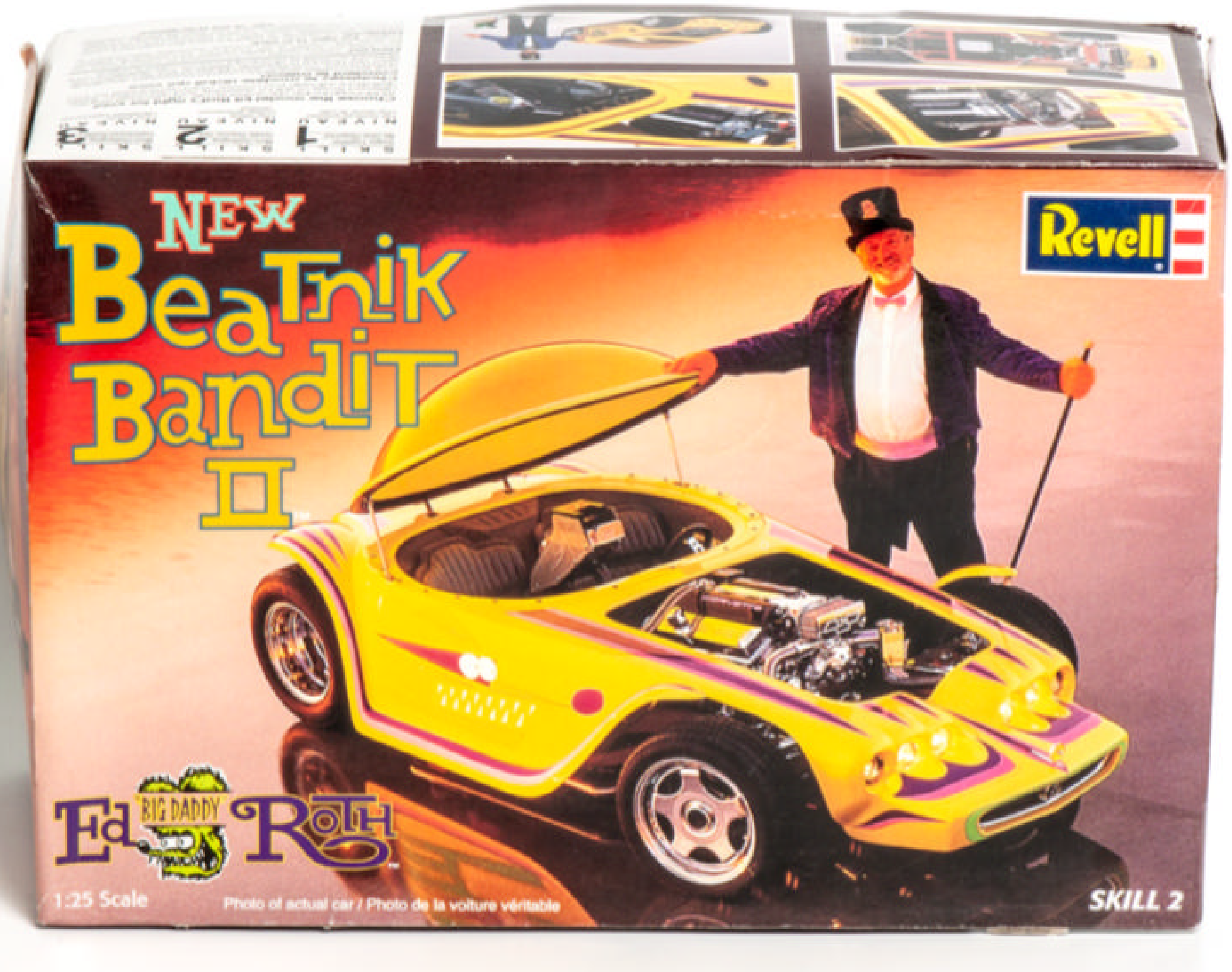
Revell made a great deal of money in the 1960s from its association with artist and car designer Ed Roth. Fast forward to the 1990s: When news broke of Roth's first, new, full-custom, four-wheeled hot rod in years, it was only natural that he and Revell would join for a new addition to their hobby kit lineup.

The *Beatnik Bandit II* was constructed with the help of Roth's five sons and longtime associate Doug "Dirty Doug" Kinney, according to the March 1996 issue of *Rod & Custom* magazine. Constructed in a manner similar to his iconic 1960s masterpieces, including a buck made from plaster and vermiculate, the design elements harken back to Roth's past combined with purely contemporary mid-1990s graphics, wheels, and powertrain components. The new car debuted at the annual SEMA (Specialty Equipment Manufacturers Show) in Las Vegas to a warm reception.

Revell's all-new, 1/25 scale kit also debuted in 1996. The colorful box top featured the real car along with Roth in a tuxedo wearing his engaging (or is that mischievous?) smile. One box side panel included views of the real car's interior and engine, while the other side panel showed four images of an expertly built and painted display model.

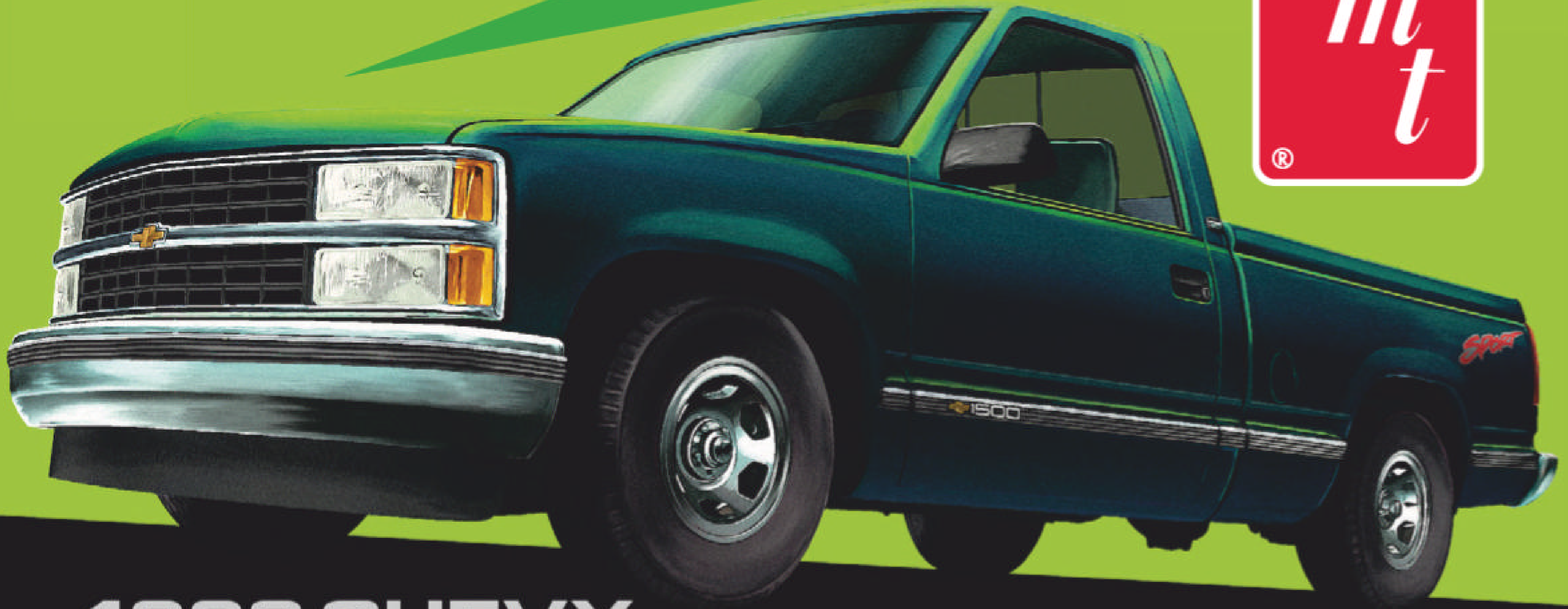
Inside, four large trees of white styrene parts and one fully plated parts tree joined a medium-sized decal sheet and Revell's usual comprehensive instruction manual. A small sprue of slightly yellow-tinted clear styrene anchored the bubble top and a rear light panel, while another sprue of clear parts included the headlight lenses. Among the parts on those trees were a two-piece, 1/25 scale Ed Roth figure, along with a three-piece Rat Fink figure. A highly detailed painting diagram called out ten different colors to accurately finish the two figures.

Assembly of the car began with a nicely detailed LT-1 engine paired with tasty-block hugger headers — an assembly that could drop into many of today's street-machine modeling projects. A square-tubed chassis employed both upper and lower frame rails, a coil suspended upper/lower A-arm front suspension with rack and pinion steering, a rear axle with upper/lower radius rods and coil-overs, and a full exhaust system. In all, the underbody and driveline reflected the latest mid-1990s design trends.



The tub-style interior incorporated separate bucket seats, a two-piece console, and an instrument panel with decal gauges behind a clear lens. Three separate pieces comprised the body itself, with the front-to-main body seam in a prominent location (this was probably a necessary, if unfortunate, engineering and molding concession). Unlike Revell's original *Beatnik Bandit* kit, this time the bubble top was not hinged — a decision that prioritized completed appearance over operating kit components.

So, is the *Beatnik Bandit II* a "classic kit" of comparable significance to the many others we've featured in the past? Perhaps not. But it is a fine kit in its own right and a nice capstone to the long and productive relationship between the late Ed Roth and Revell. **FSM**

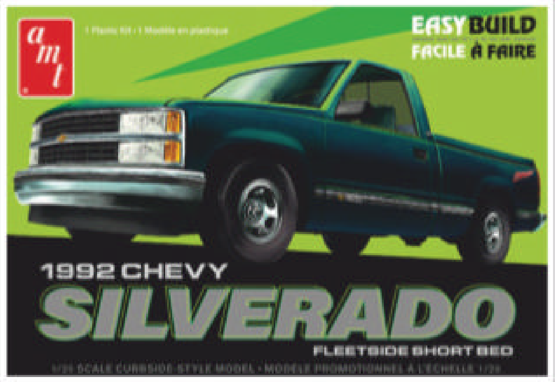


1992 CHEVY

SILVERADO

FLEETSIDE SHORT BED

ALL NEW OBS CHEVY! Featuring ALL-NEW tooling, AMT's 1992 Chevy Silverado Fleetside kit features exacting detail in 1:25 scale. This "Easy Build" curbside-style kit includes detailed chassis and interior, separate clear-lens headlights and red-lens taillights, vinyl tires and more! This quick-and-easy build is the perfect model for beginners and experts alike!



EASY BUILD
FACILE À FAIRE
1992 CHEVY
SILVERADO
FLEETSIDE SHORT BED

'92 CHEVY SILVERADO FLEETSIDE
#AMT1408M (1:25 SCALE)

MODEL KIT FEATURES:

- **All-New Tooling**
- **"Easy Build" Curbside- Style Kit**
- **2 Wheel Options**
- **Molded in White, Clear, Red, and Chrome**
- **43 Easy-to-assemble Parts**
- **Skill 2 : (Paint-and-Glue Required)**

*prototype shown

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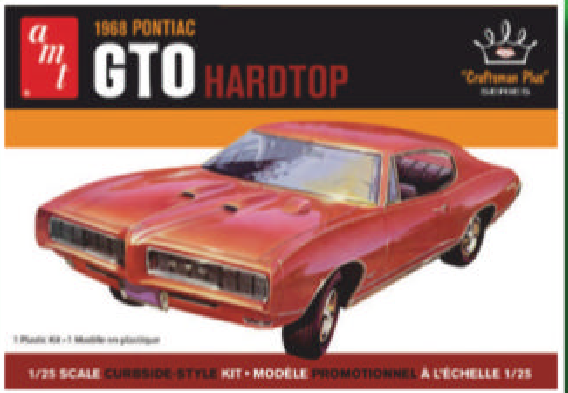

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1/25 SCALE MODEL KIT
DATSUN
280ZX
TURBO

DATSUN 280ZX TURBO
#AMT1372 (1:25 SCALE)

1934 FORD STREET ROD
#AMT1384 (1:25 SCALE)

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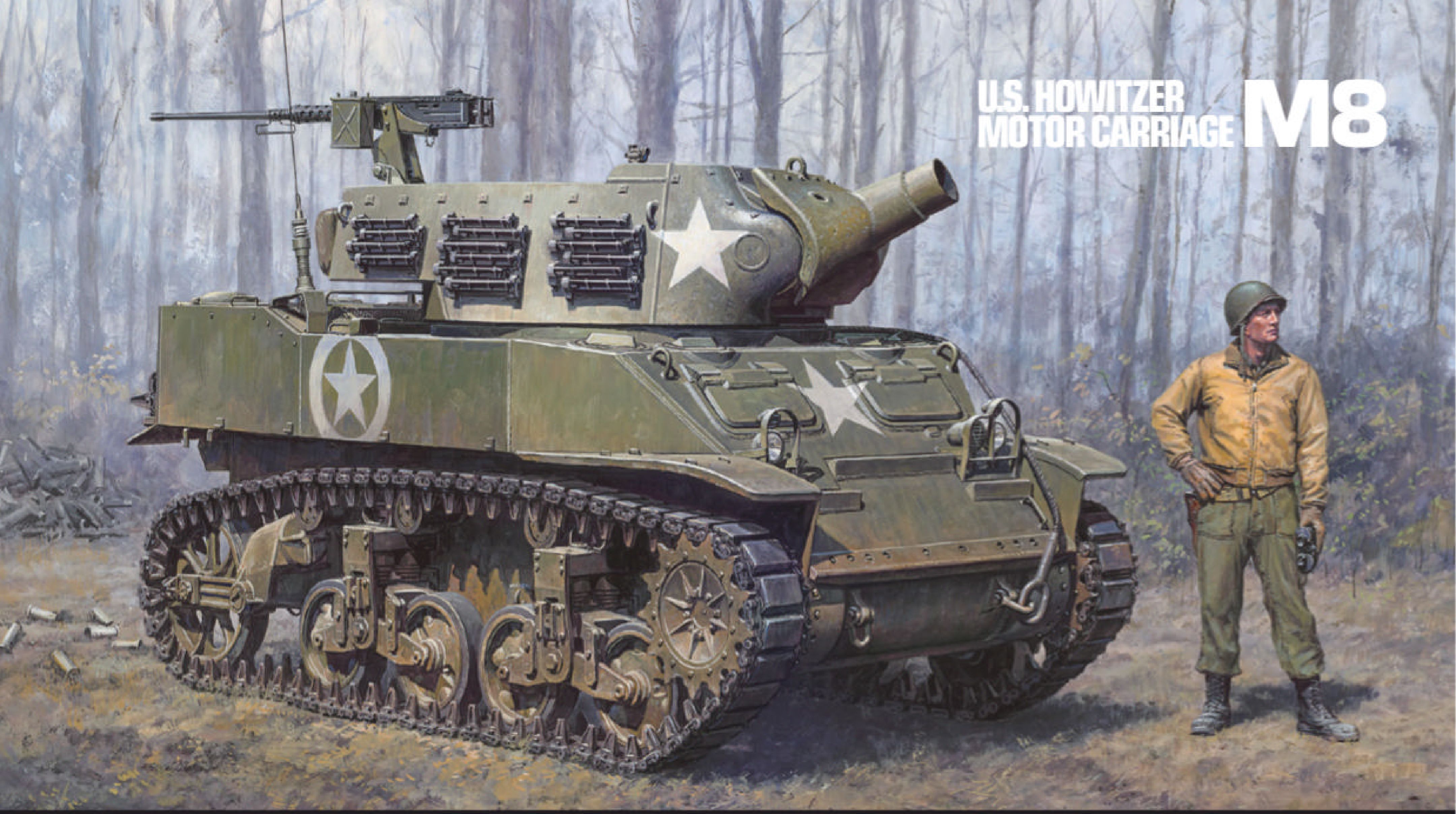
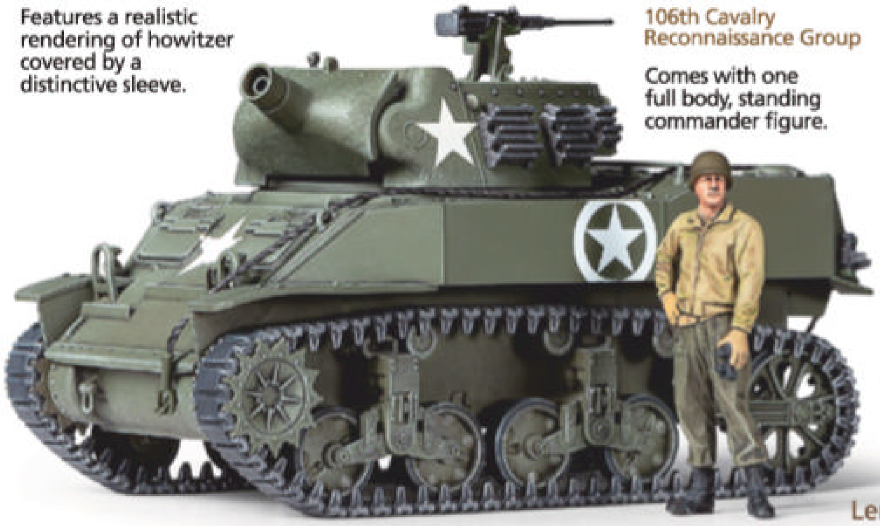


Great Fire Support

1/48 Military Miniature Series U.S. Howitzer Motor Carriage M8 (Item 32604)

1/48 MM MILITARY MINIATURE SERIES

During WWII, the U.S. Howitzer Motor Carriage M8 was developed as the first full-track self-propelled gun from the United States Army, and a successor of existing half-track self-propelled guns. Based around the M5 light tank chassis, an open-top turret and 75mm M3 howitzer were employed. Its powerful howitzer provided valuable supporting fire and superior mobility helped it perform reconnaissance missions. Now, Tamiya welcomes the M8 - which was a reliable friend for the infantry – into the long-running 1/48 Military Miniature Series! The unique form is succinctly depicted based on extensive research. Its eye-catching turret has realistic depictions of cast surfaces and a finely detailed interior. The diminutive yet eye-catching form also features detailed weld lines. Enjoy making dioramas with U.S. Infantry sets in this series!

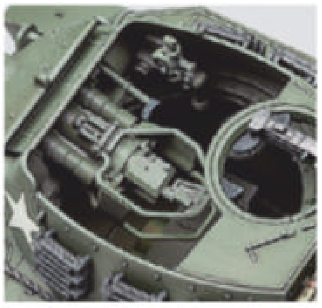


Features a realistic rendering of howitzer covered by a distinctive sleeve.

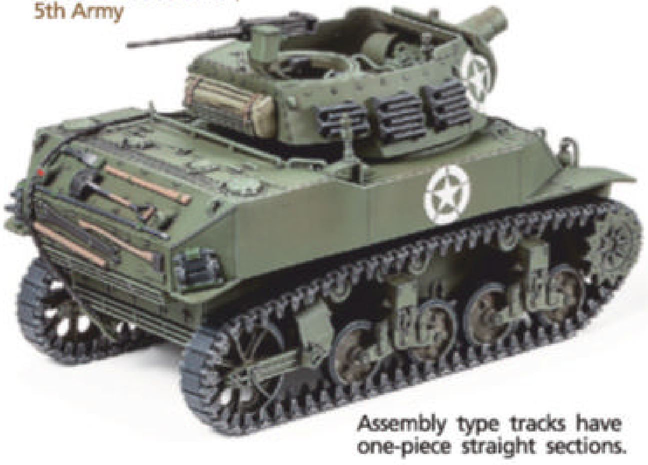
106th Cavalry Reconnaissance Group

Comes with one full body, standing commander figure.

Length: 92mm, width: 48mm



Interior details such as sight and breech are succinctly depicted.



758th Tank Battalion, 5th Army

Assembly type tracks have one-piece straight sections.

★The M2 heavy machine gun mounted on turret rear is faithfully recreated. ★Turret rotates right and left, and main gun moves up and down. ★Includes metal chassis weights for a realistic heavy feel. ★Comes with two marking options to depict vehicles which were in service in Germany and Italy.

Painting the U.S. Howitzer Motor Carriage M8
Tamiya Color Spray Paints (TS) / Tamiya Color Lacquer Paints (LP)
TS-5/LP-28 Olive Drab

1/48 Military Miniature Series

U.S. Medium Tank M4A3E8 Sherman "Easy Eight"
32595

U.S. Tank Destroyer M10 (Mid Production)
(32519)

WWII U.S. Infantry at Rest
(32552)

WWII U.S. Infantry GI Set
(32513)

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